cycle news

VOLUME VI NUMBER 5 | North & Western Edition | February 17, 1970

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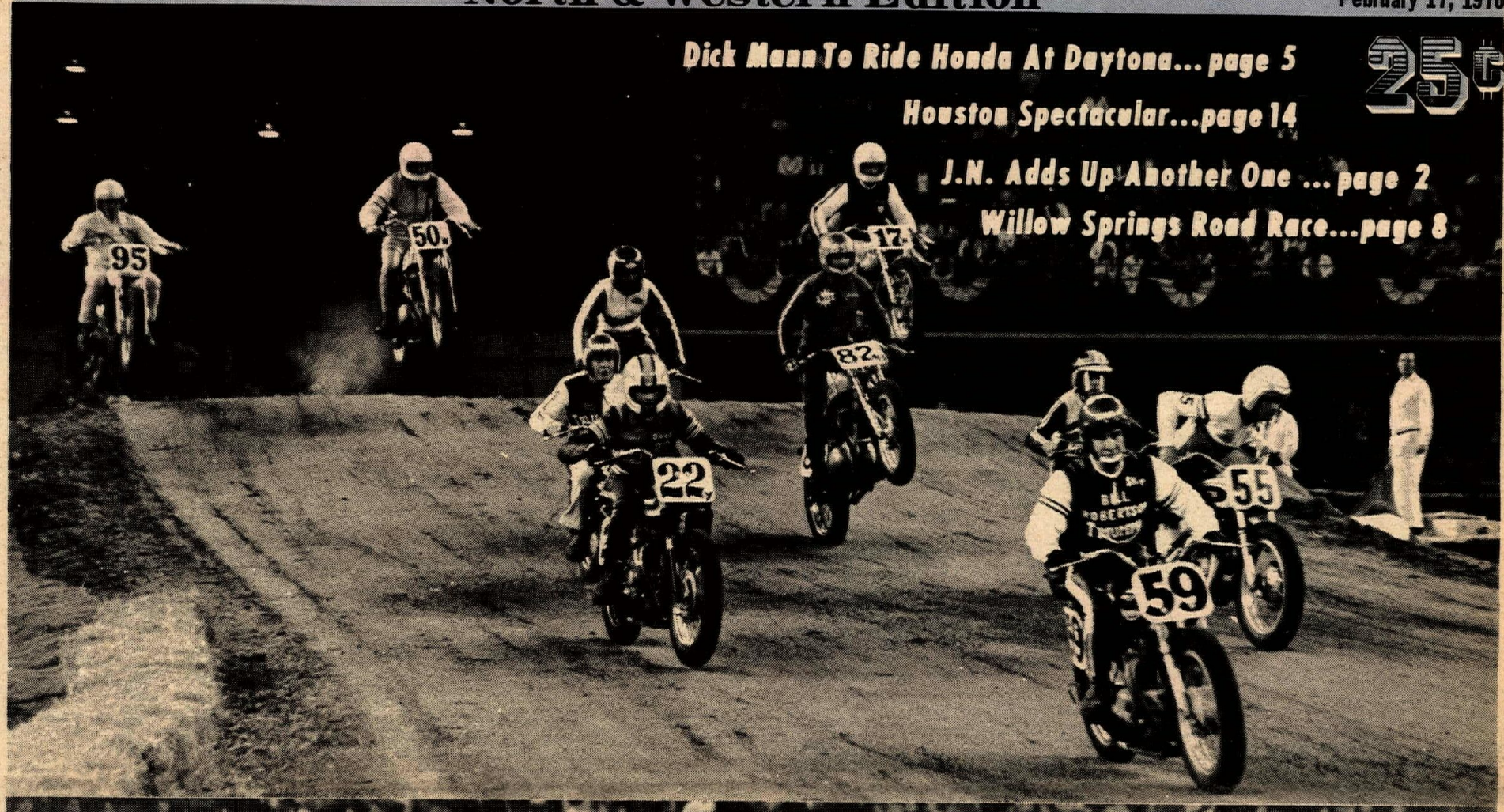

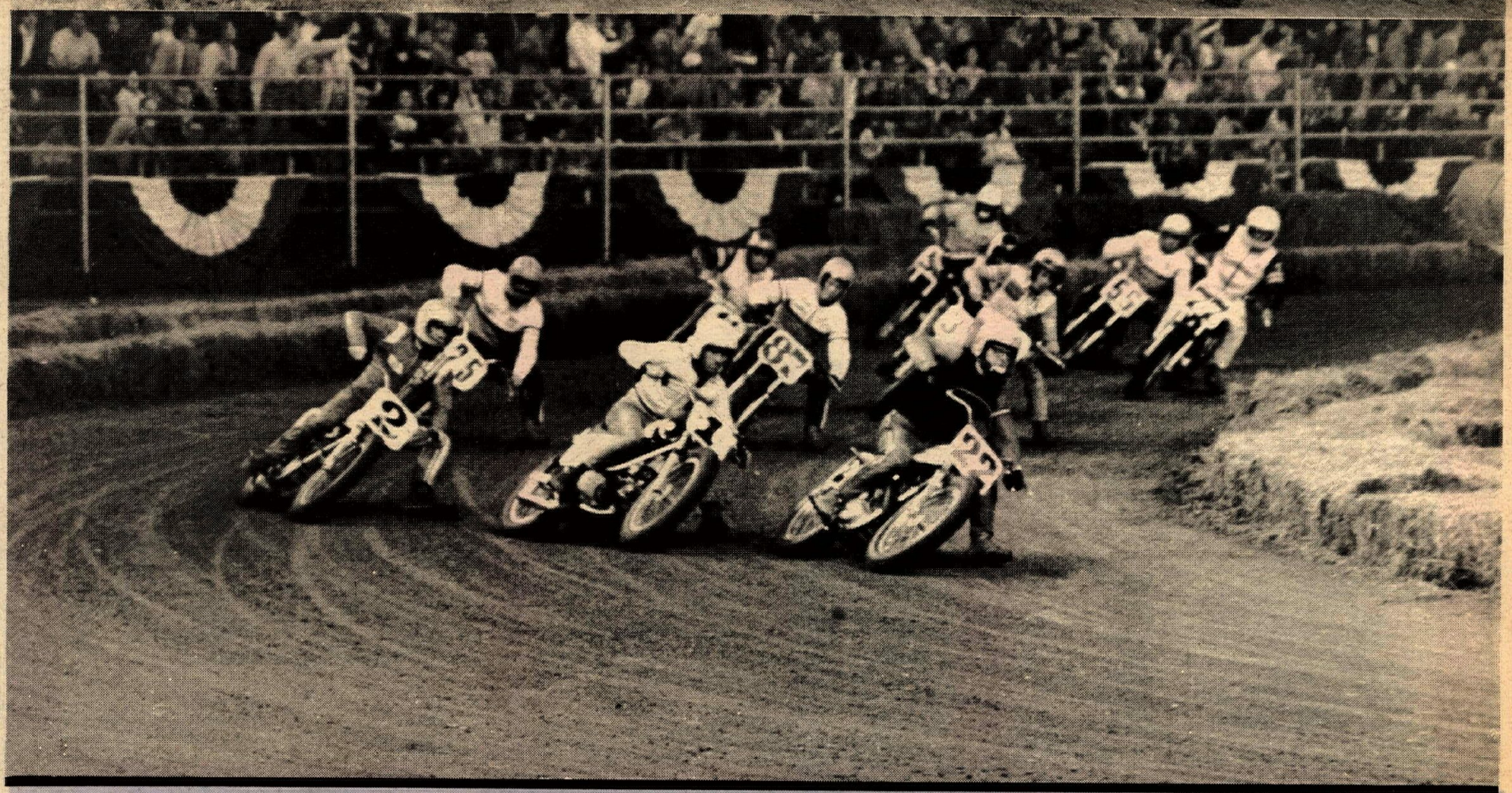

TOP: Experts over the jump for the opening AMA National for '70. Skip Van Leeuwen, National #59 leads hard charging field of Experts. Eventual winner Jim Rice, National #24, not pictured, came from behind for a hard fought victory. BOTTOM: Capping off two nights of exciting action, newly crowned Grand National Champion, Mert Lawwill fought a wheel to wheel battle with Dick Mann, National #2 to begin the year with victory. Above, the charge into the first turn provided the excitement for the 27,880 fans in attendance. — Photos by Don Woods.

NEWSPAPER
CYCLE NEWS
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J.N. ROBERTS

The Roller Coaster section dragged riders over rocks and through bottomless sand just before the top gear sprint to the finish.

Terry Clarke wheelies past the smoke bomb out in front of the dust from all the rest of the 100s.

Photos & Story by Dick Wright

LUCERNE, CAL. Feb. 8, 1970 – Winner J.N. Roberts called it, "One of the roughest races I have ridden for sometime". It seems he was right and the Novices in all classes didn't fare very well, as only Experts, a few fast Amateurs were in the top twenty-five to come over the finish line.

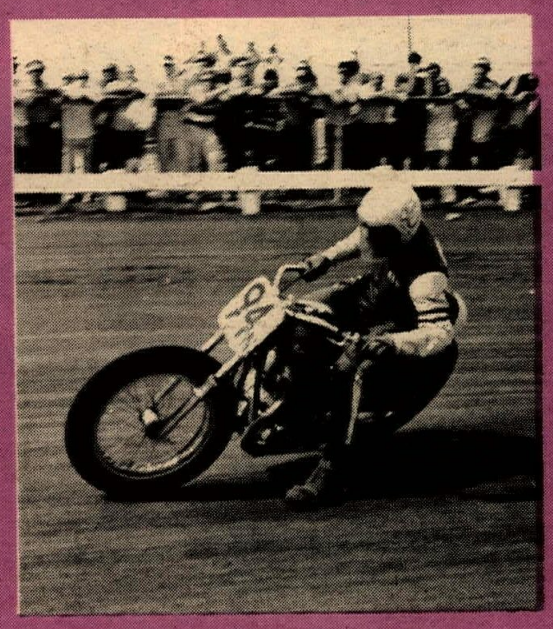
The course was set up as two forty mile loops in a figure eight. The first loop took its toll of riders. There were a lot of get-offs in the rocky section, but the second loop was even rougher with big boulders and some tight, bottomless sandwashes. The up hills had even some of the big bikes pushing.

After the banner dropped at 10:00 a.m., Roberts had the lead at the smok bomb on his Tracy's tuned Husky. Howard Utsey was second on a C-Z. Tom Maxwell was third on a Husky, but he got off a mile after the smoke. Coming into the pits after the first loop was Roberts and Utsey, followed by Phil Bowers on a 250 Yamaha. After a total of two hours of desert racing Roberts pulled into the finish line with a good lead over second man Phil Bowers on a Yamaha, Utsey was third. Tom Muto took fourth on a 500 Husky followed by Steve Kirk #2 on a Montesa, who is in the Checkers M.C. They have been the Number One desert club for as long as I can remember. Mike Patrick was the second 250 on a Yamaha. He took it easy as he shoulder is still sore from unloading six weeks ago. Sam Dempsey took first Open class on a Triumph. Wes Anderson Jr. took the first 250cc Amateur honors for the fourth time in a row on his Yamaha.

THE UNTOUCHABLES

They ARE what they ride

Jim Rice



Ken Pressgrove

Dave Aldana

BSA Motorcycles proudly introduce their 1970 Factory Racing Team. Palo Alto, California's Jim Rice was a 3 time winner last year on the A.M.A.'s National Trail, in his first year as an Expert rider. Teammate Dave Aldana, a Santa Ana, California native, was the winningest Amateur on the National circuit last year, dazzling crowds from coast to coast with his spectacular style. The final member of the new "BSA Wrecking Crew" is young Kenny Pressgrove, Kansas born and bred and a real spitfire on the dirt. All three made their mark riding BSA motorcycles. They are what they ride. FAST.

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ADDS UP ANOTHER DESERT WIN

J.N. Roberts picks it up for the photographer.

The on-the-ball Desert M.C. check point crew dabs a Husky rider's tank card.

Frank Russo brought home first 500 Amateur on his Husky while first 125 went to Eric Jensen on that flying Sachs. In checking the long line of finishers we found the first Novice Doug Slumskie on a 500 American Eagle, finished around thirty-seventh.

The 100cc Class went off a half hour after the big bikes which they like since they don't run into the dust of the big bikes so soon. At the smoke it was Terry Clark on his Roehr Bros. tuned Kawasaki-Van Tech followed by Jeff Wright on a Rickman. Number one Jack Morgan on a Hodaka moved up with the two leaders three miles after the smoke and all three did battle, swapping the lead back and forth, until Morgan got a flat and Clark led it into the pits, with Wright running second. Mitch Mayes on a Yamaha came through third.

At the finish line the question that was being asked by the spectators was whether the 100cc bikes could go the full eighty miles of deep sand. But running well up in the ranks of the big bikes came winner Terry Clark followed by Wright, and Mayes taking third. Tom Brooks was fourth on a Hodaka followed by Rich Mark taking first Amateur, with a flat front tire which he got only a couple of miles out of the gas check, Randy Mulligan was the second Amateur in on a Hodaka.

(Results on page 18)

Phil Bowers used the rough course to make up for his displacement lack and pushed his 250 Yamaha to second overall.

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BOGGLES INDEED

There's speculation in the British motorcycle publications as how the best of American road racers could compete among the British. This gem is from the British magazine, Motor Cyclist Illustrated:

"The American riders who have visited this county have not been the Nixon type. I suppose that there can only be about a dozen of the type in the United States. . . ."

The essay is titled "The Mind Boggles," and the statement is properly qualified in its text. But, a dozen of the Nixon type!

JAMES BRAMMER
San Francisco, Cal.

WHY PICK ON US?

Recently I went to a scrambles at La Grange, Calif. The track and surrounding country were great, but the hospitality was anything but pleasant. I am from the Bay Area, so naturally I wanted to see our riders do well. To say that the people at La Grange were prejudiced would be an understatement. While I sat in the grandstands I became very annoyed listening to the uncomplimentary comments about our riders. As any Modesto rider who has ever ridden here (Fremont, Uvas, Hayward, etc.) will tell you, they are never 'treated' badly – so why pick on us?

LYNDA GENTRY
San Francisco, Cal.

voices

PLAUDITS FOR THE PHANTOM PUSHER

On February 1st at the monthly European Scrambles at Deadmans Point near Lucerne Valley I encountered difficulty in starting my machine for the start of the 250cc class race. After about 10 kicks, and with the rest of the pack halfway to the first check, an unidentified young man told me to hop on the bike and he would give me a push start. He must have pushed at least 300 yards through the desert sand until it got started, and was about to drop from exhaustion himself. After it started, I turned around to thank him and he offered words of encouragement such as "go get 'em tiger, you can still win this race."

Even though I didn't do well in the race, I left the desert that afternoon proud of the type of people we have associated with local motorcycle racing. Thank you whoever you are.

TED MOORE
Santa Ana, Calif.

YE OF LITTLE FAITH

The following letter was forwarded to CYCLE NEWS by Vic Wilson of Saddleback Park in Orange County, Cal.

To make a person wear a helmet in your park is just as assnine as the law to make a person wear one on the streets. The liability card is good enough for your protection. It's not that I want to go to your park to race, I just would like to go and have a little fun. Is there no place I can go without being harrassed by your self-righteous protection of the public? Jesus Christ is my Savior not these damned helmets, Ye of little faith!

The people of Viet Nam have more personal freedoms than we have in the States. They don't have the money to blow on such optionals as helmets.

For the present I am protecting your right to destroy personal pursuit of happiness.

STEVE KOENIG
APO San Francisco

Saddleback Park is a private enterprise and with liability laws becoming as complex as they are today, we guess the park management worries enough with the strawberried elbows and skinned knees without sweating over skull fractures...Ed.

NO MISTAKE ON DON'S PART

On page 6 of the Feb. 10 issue you have a photo caption that states that Don Emde mistook the yellow flag for the checkered.

The condensers came off his bike and he had to come in. He too is hoping for better luck next time.

MRS. FLOYD EMDE
San Diego, Cal.

THE POWDER PUFF RIDERS

We, the Powder Puff Association, were the pioneers of womens racing in District 37 and feel quite proud that we are a Chartered Club of the A.M.A. and have a District 37 Sanction. We have sponsored three "point runs" and will present our third annual "Mothers Day Scrambles" in May of 1970. We want to make 1970 the biggest and best year yet in women's competition. We want to see more girls on the track and more at the meetings. Please keep in mind that you do not have to belong to the Powder Puff Association to ride the Powder Puff event. All you have to do is be female and abide by the rules set up by the A.M.A. and District 37. Of course we welcome new membership with open arms, as like all other clubs we are striving for a stronger and better organization. Up until now we have been recognized as a Scrambles club, but we would like to see our colors in all phases of the sport. So if you are interested in desert or Motocross also, we hope that you will keep us in mind when the time comes that you feel you want to join a club. We realize that if you ride strictly desert then your interest in a club would naturally lie in that direction and there are two fine groups in the desert, The Desert Daisey's and the Endoes M.C.

For those of you intending to ride Scrambles events, we would like to offer some suggestions on how to get started. First you must have an A.M.A. card, you can find an application in most motorcycle shops, the cost is $2.00. In most cases it takes approximately six weeks to receive your card, so please save your stub and carry it with you until the original arrives. Next you will want a District 37 Scrambles card, again you will find an application at your local motorcycle shop. Fill out completely and mail with $3.00 to the Lightweight Scrambles steward, Dick Kouns, listed on the application. You should receive your number within a week and you are ready to go, although it is recommended that if at all possible you should try to make it to a local track on an open practice day and practice. This will help considerably come race day, as you will know more about the way your bike handles and be familiar with the course. You may find that your handlebars need to be moved, or there is too much or not enough air in the tires, etc.

We sincerely hope that we have been helpful in getting you started and hope that you will feel free to contact one of us or come to one of our meetings, as we would welcome the chance to answer any other questions you might have.

Our meetings are held the second Wednesday of each month at 9143 Compton Blvd., Bellflower, Calif. We will be looking forward to seeing you in 1970.

The Powder Puff Association

Motorcycles Roll Into The 70's

By Dewitt Thuitt

The sixties are gone and now comes the seventies. What's in store for the sportsman and professional rider in the new decade?

The bygone sixties found motorcycling becoming an accepted way of lie to thousands of all ages who found that cycling is not just for the very young at heart.

Motorcycling has branched out largely because of the manufacturers themselves.

Because of the wide range of equipment available there is now a size for every need and desire. This situation has brought about more and more uses for cycles.

In professional competition the road racing event blossomed forth in the sixties but it will really come of age in the next ten years with the many new paved courses that have been and are being constructed.

Ten years ago there were two national road races, one on the Beach at Daytona, the other through a park in New Hampshire. 1970 will find at least eight national road races, all on specially built speedways.

Ten years ago when a road race event came up a rider merely put brakes on his dirt track machine or broke out a good street bike and filed his entry.

Now the equipment is special built, finely tuned and capable of speeds over the 150 mph mark. The 70's find two, three and four cylinders on the racing machines and a 750cc engine limit for all, instead of just one brand.

The sixties found the coming of the 250cc lightweight into professional racing, both on dirt tracks and road race events. A first year Novice was limited to 250cc engines in 1962, a rule that brought out the fact that a 250 is a good and safe racing machine.

Now the smaller 250's are capable of speeds up to 135 mph in road racing trim and can run on a half mile within one to two seconds of the times turned in by the 650 and 750 machines.

Television discovered cycle racing in the sixties and the first nationwide race was on TV in late '62 from Ascot Park in the form of a TT race. Since that time a year has not gone by without at least two or three events on nationwide video screens.

The seventies should find some group obtaining a yearly "Package" contract for a given amount of cycle races on a major network. Cycle racing today is one of the few organized sports that does not have this arrangement.

TV made football, golf and other sports into big paying events. Just a month ago both major car racing organizations signed working package agreements with major networks for the next two years. TV has made wealthy men out of many ranking professionals – but not cycle racers as yet.

The sixties brought Jet travel and the world became much smaller. Name European riders started coming to America to race, first at Daytona, then for the new Motocross events, and finally for the re-created short track races in the West.

It still remains for top proven American riders to travel to Europe to race in road racing and Speedway events. This has not happened since the early 50's. However, the door has been opened in the annual International Six Day Trials and many fine American rider has traveled and won in our neighbor's backyard.

European road racers found out in the past ten years that the American rider is as good or better than he. It remains for the European fan to witness this fact, and it will happen in the seventies.

All major motorcycle concerns enjoyed record breaking sales years in the sixties but the past ten will be nothing compared to the coming ten.

As companies sell more and more machines crowds will increase at cycle racing events. A man cannot own a cycle without being curious as to what the other guy is doing with his, or how the professionals really do it.

Motorcycling will receive much attention in the Movies and on TV. It will become the "In" thing for famous people. Top professional racers will become known by all and not just to people in the fraternity who own and ride.

The next ten years will see many race purses top the $25,000 mark. Daytona and Sacramento will be the first.

More and more special parks and areas will be set aside for off road cycle riding. The non-professional rider will find it more and more difficult to find a place to ride. Government will legislate against them and their only voice will be the industry itself who will organize and lobby to preserve record sales.

Professional competition will split into divisions with high point National champions in at least three categories. Professional riders will become specialists and no longer be forced to ride all types of events, many that he is not qualified for.

The AMA headquarters will not remain in Worthington, Ohio. At least two offices will be established, one in the West and one in the East. Road rider clubs will diminish as more and more people buy machines for off-the-road use. Cycles will become so common that there will no longer be a universal need to form a club for the sake of mutual companionship.

Race tracks that promote races more than once a year will furnish more comfort for the fan. The higher the price, the better the comfort and convenience.

The next ten years will be nothing like "The Good Old Days". They will be better and bigger than anyone ever thought they would or could be and you will be a part of it all.

DESERT KNIGHTS MOTORCYCLE CLUB SEEKS RIDERS.

The Desert Knights M.C. is looking for new members that race or want to race in the desert. We are looking for all sizes of motorcycles and all classes of riders from Expert to Novice.

We have an A.M.A. and a District 37 charter. The club is a family type organization whose members enjoy the desert, desert racing and the people we meet there. For info. look us up in the pits or call: Palmdale area – (805) 947-9511, San Fernando Valley (213) 340-8538, Thousand Oaks (805) 495-7719.

W. DAVIES
Desert Knights M.C.
Woodland Hills, Cal.

AGAINST 16 YEAR OLD RULE

We would like to voice a complaint and an appeal to the A.M.A. We are the parents of a 13 year old, who has been racing for one year. Our son worked last summer to help with the expense of his racing and now the A.M.A. says he will not be able to race. We have watched boys at the age of 8 start racing and go on up to class "C".

We feel that the A.M.A. is being unfair to the young boys that have been racing or want to start.

We wonder if the A.M.A. is trying to kill Sportsman racing or if the pro-riders are just afraid of our up and coming young riders.

W.R. Williams

Mann On Honda At Daytona

Dick (Bugs) Mann confirmed in Houston over the weekend the story that he would be riding one of the American Honda sponsored 4 cylinder Hondas to be raced high on the Daytona banks this March.

Mann is generally considered to be one of America's most versatile riders and he carries his National Number 2 in to almost every facet of the professional realm of the sport. Dick split with BSA after last year and was seen riding a Husqvarna at Houston.

Honda's racing chief Bob Hansen will head the pits for the Daytona effort.

Another racing authority, H-D's competition chief Dick O'Brien expects that 160 mph will be needed to qualify on the pole. At these speeds, he says, tires are the big problem. Goodyear has a new improved front tire ready and is working on a mold for a rear tire now. O'Brien says, ' We'll probably see them for the first time when we arrive at Daytona."

National #2 Dick Mann.

Foran Bill Is Not A Mandatory Helmet Bill

By Barbara Adams Dahms

There has been some confusion lately concerning AB 142 (by Assemblyman John F. Foran) that the bill is a further effort to require motorcycle riders to wear helmets. This bill is a standards bill only. It is not and does not intend to become a mandatory helmet-wearing bill.

AB 142 would authorize the CHP to set reasonable standards for safety in helmets and require that all helmets meet those standards in order to be sold in California. This is all it is. It is not a half way step to mandatory helmets.

Mr. Foran believes in helmets. He is concerned with human life and safety. He wishes we all wore helmets. But he is willing to accept the fact that we want to make up our own minds about the matter. His concern now is with the substandard helmets which are available in many places. Too many cyclists, especially the young who wear helmets because their parents insist, a helmet is a helmet and many are trusting headgear which won't withstand even a small shock.

Mr. Foran has no plans to further intorudce mandatory helmet bills. There is still the National Highway Safety Act and its money-cutting provisions. They have not yet been applied in the helmet issue but as long as that law is on the books in Washington we have a potential hassle.

The helmet laws have not worked too well in any state. In some they have been repealed, in some declared unconstitutional. In California they were successfully prevented from passage. It is time now to try to eliminate the requirements at the Federal level. There is no need now to protect helmets to Assemblyman Foran. Write your U.S. Congressman and the Senators from California, Alan Cranston and George Murphy. Tell them how it is with mandatory helmets. That's where it all came from in the first place.

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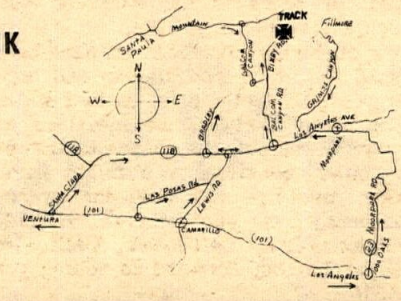

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CMC Draws 260 To Saddleback

Husky rider drives into a close turn at Saddleback Park, Calif. with a Bultaco gaining ground.

By John Shedd

ORANGE, CAL. Feb. 8, 1970 – Although there were six motocross events in southern California this past Sunday, the CMC still managed to draw 260 riders to their Saddleback event, and it was not one of the Hallman Trophy series.

The first event of the day was a team race between Mitco Bultaco, Orange County Motorcycles, the Sagebrushers M.C. and the Scramblers M.C. There were 33 riders in the event and the winner scored 33 points and last place 1 point. The total number of points determined the winning team, and it was Mitco Bultaco first and the Sagebrushers second. Mitco's number one rider, Tom Rapp, picked up the 33 big points with his first place win and the rest of the Mitco riders tallied up the rest of the points for the win.

When the flag fell on the first 250cc Expert moto, Tom Rapp flew into the lead, followed by Tim Hart, Jim West and the pride of New York, Barry Higgins. Jim West and his AJS exploded into life as though the vigilantes were on his heels, and he overtook Hart and then Rapp to gain the lead. Once in the lead he begain to stretch it out, but a fall dropped him way back and Bultaco mounted Tom Rapp again moved into the lead, and went on to win the first leg. West picked up only 40 points for his ninth place finish in the first moto, but in the second moto he again came from behind to overtake the leader, Montesa mounted Tim Hart. This time West was not to be denied victory, and he picked up the 400 points for the win. The final leg of the 250cc class was West and AJS all the way. Tom Rapp only needed a fourth place finish to take the win, but he fell and Barry Higgins who was breathing down his neck at the time could not avoid him and made a path across Tom's back. This put Tom out of the race but he still had enough points to finish third behind second place Tim Hart.

The first leg of the 500cc Expert event went to Montesa's Tim Hart with a wire to wire win. His closest competitor was Pat De Benedetti on an American Eagle, but he lost it in the woop-de-dos, and Russ Darnell who had just passed Mark Blackwell and moved into third, advanced to second but he could not catch Hart. Barry Higgins had a fourth place start but his machine went sour in the third lap and retired him from the 500cc class.

The second leg was again Tim Hart all the way, and once again Russ Darnell had to move his Husky from back in the pack to overtake and pass Blackwell for second. The final leg was quite different from the first two. Mark Blackwell powered his CZ into the lead with De Benedetti close behind. The two led the pack the entire race and on the last lap DeBenedetti passed Blackwell to take the lead. Blackwell regained the lead for a moment only to lose it again as DeBenedetti passed him only a few feet from the finish. Hart only managed a fifth but his two wins gave him enough points for the win. Darnell was second, and Blackwell third.

D. Rogers, R. Morrison, D. Divine, M. Drews and L. Pfutzenreuter all won a pair of Torsten Hallman motocross boots for their wins in the 125cc and 250cc Junior classes, and at the next CMC event at Perris junior riders will receive jackets for their wins.

(Results on page 19)

NEW H-D 750 SHOWN AT HOUSTON

Harley-Davidson Motor Co., Inc.

The newest Harley to roll out of Milwaukee has the look and features of a hand built special constructed to exacting taste.

Harley-Davidson chose the Houston trade show to unveil their new 750 flattracker. Designated the XR 750, the bike has a massive 750 overhead valve engine nestled in an all-new welded high boy frame of 4130 tubing. Rear suspension is by swinging rm and Girling shock/spring units while the front fork is Ceriani.

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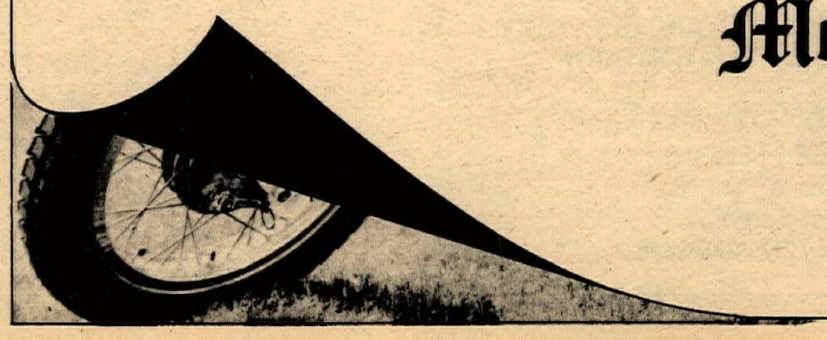


Montesa

T.E.A.M. Efforts Pays Off At Deadman's

The team of Horton-Keefe find the racing muddy in the 126-250 Moto at Apple Valley.

McCarthy-Penny, the winning 251-Open team at Apple Valley Motocross illustrate the drive needed to win in difficult competition.

By Ron Szilagyi

APPLE VALLEY, CALIF. Feb. 8th, 1970 – T.E.A.M. (Team effort for American motorcycling) presented its first motocross of the year, and what a show. T.E.A.M. is a new organization promoting motocross in a big way.

The riding team of Matheny-Williams (Yamaha) collected first place gold in the 125 class. Matheny-Williams were constantly under pressure from the hard riding team of Ferris-Robinson (Yamaha) in the two forty minute motos.

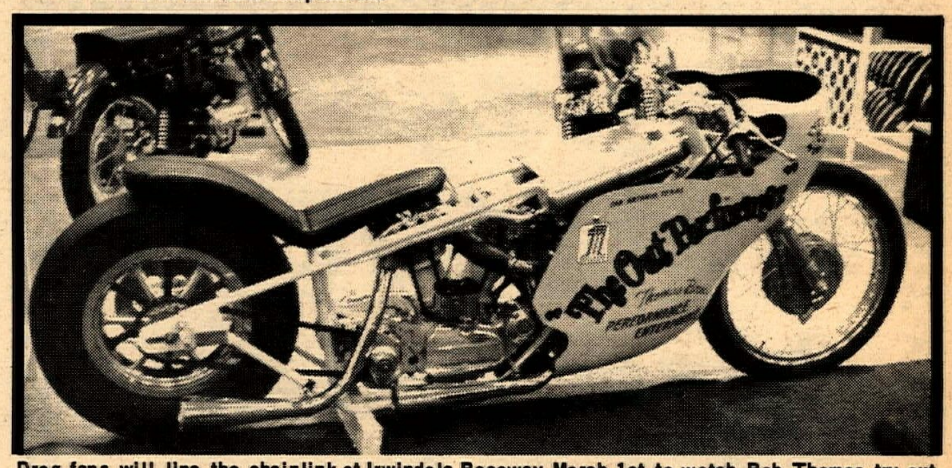
The team action was even more impressive in the 250 motos. The team of Horton-Keefe (Husky) was off to an early lead only to lose it to the hard riding team of Matheny-Williams (Yamaha).

The combination of Miller-Binefin just could not catch the flying Husky and Yamaha teams, and settled for a third. The Miller-Bonefin team riding a Husky in the second heat staged a comeback for the win and the class trophy.

The racing team of Chamberlain-Bilton (Maico) in the 500cc race came from next to last to take second behind the R and D racing team of Dodd-Steffan (Maico).

In the second 500cc Dodd-Steffan too. an early lead. They were about to lap second place when they crashed and had to drop out of the race. The checkered flag finally fell on Cothran-Catlins (Husky). McCarty-Penny (Husky) took second with Keefe-Horton (Husky) on a flat tire third.

(Results on page 19)



Drag fans will line the chainlink at Irwindale Raceway March 1st to watch Bob Thomas try out his 100 inch blown H-D Gasser that he hopes will out run the fuelers on the quarter mile. Built by Thomas Bros. Performance Enterprises San Antonio, Tex. the 310 lb. bomb pumps out around 250 HP and has the same power to weight ratio as a AA Fueler. A Rootes type Borg Warner blower is the secret and that's augmented by a 6½ inch M and H slick on a 15" mag wheel, steel barrels and forgedtrue pistons.

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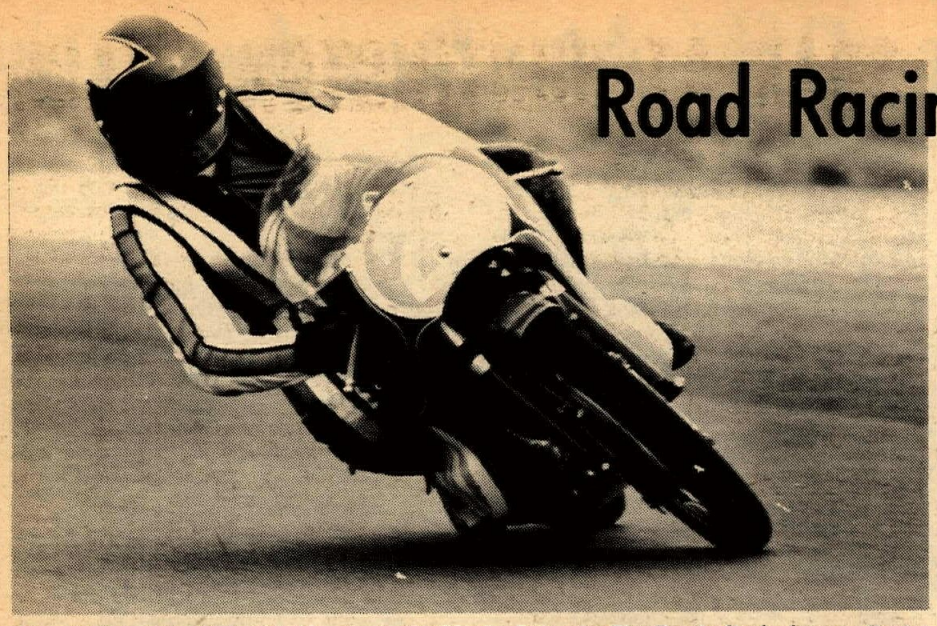
Road Racing Returns To Willow Springs



Steve McLaughlin piloted his Yamaha to the 250 Sr. G.P. win. The Duarte flash, dresses flashy too.

WILLOW SPRINGS, CAL. Feb. 8, 1970 – ACA road racing returned to Willow Springs Sunday with a whopping 136 entries and again proved that everyone can have a good time regardless of his ability or choice of mount.

Bigs winners of the day were Steve McLaughlin, Don Emde, Tony Murphy and John McGillivray in the 250, 500 and Open Senior GP classes. Jerry Green won the Open Production class.

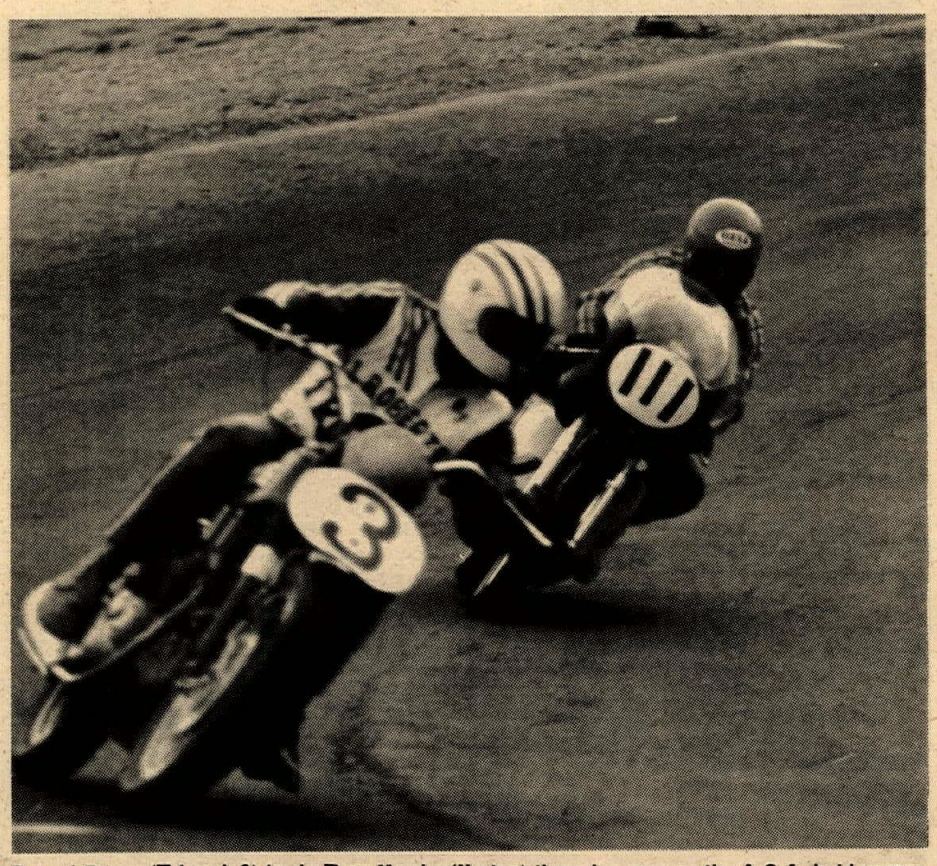
After two disappointing season, Steve McLaughlin is busy making 1970 his year. First he stole the 250 heat race win coming off the sweeper in the last lap with an awesome display of Yamaha horsepower. Then he won the Main Event by 11 seconds over Mike Lane and was running third in the 250 race before retiring in lap four with mechanical problems. Lane chased McLaughlin throughout the 250 Final, turning the fastest lap of the day in the process, a 143.5. Don Emde, up from San Diego with a pair of Yamahas, took third. Yamahas dominated the class, taking the first 11 places; these are the same production road racers available to the public from any Yamaha dealer.

A 350 version of the same machine won the 350 Senior GP with Emde aboard. Pat Hynn pressed Emde all the way as did Tony Murphy in the early laps before his carburetors got too rich.

Hardest fought race of the day was the combined 500-Open Senior GP when Tony Murphy on a 500 Manx Norton held off repeated drives from John McGillivray on the larger Norton twin. The Manx was equal to the twin in everything but acceleration out of the slow turns; it was there McGillivray gained the few feet every lap which made the race a real struggle.

The Heavyweight Production class is a brand watchers delight as BSA 3's scrap with Noeton Commando's and Triumph Tridents. Roland Pagan ran away with the heat race on the Bill Robertson Trident but was out gunned in the final by Jerry Green's Norton. The real racing was for second between Pagan and Hurley Wilvert on a Honda Four. Both riders seemed equal until the straight when pure horsepower took over. There Pagan could pull the Honda if he was leading, and if Wilver led, he swerved back and forth at 100 mph to prevent Pagan's passing. The Triumph finally eased by on the back stretch to take second, a good 50 yards behind the winning Norton. Howard Lynggard won the 250 Production race on a Suzuki and Raymond DeLong the 350 Production on a Kawasaki.

(Results on page 19)



Roland Pagan (Triumph 3) leads Tony Murphy (Norton) through corner as the A.C.A. held opener at Willow Springs.

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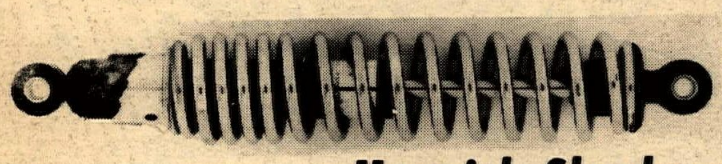

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ACA's PAYSE, BAST, MAYNARD SOAR AT HUNTINGTON BEACH

Story by Maureen Lee

HUNTINGTON BEACH, CALIF. Feb. 8, 1970 – The ACA ran another successful motocross Sunday. The turn-out wasn't too large and everyone got three motos which is plenty of riding for anyone's money! Some of the riders looked bushed by the end of the third round.

The course isn't too demanding, there are some excellent jumps which really sent some of the boys soaring, but to qualify it as a motocross circuit I guess depends on what one's definition of motocross is. Three riders turned in excellent performances. They were Mike Payse (American Eagle) in the 125 Junior, Mike Bast (Ossa) 250 Senior and John Maynard in the 500 aboard a Rickman fitted out with the BSA Weslake head.

Maynard, who is the recent father of twin girls, did an outstanding job but the win wasn't handed to him even though he won all three rounds. Doug Field on a very fast Yamaha gave him some trouble before being disqualifed for a couple of infractions. John Seibert (Griffon) was right in there in spite of a tangle with Field in the second round but with what was probably a second place wrapped up the Griff's counter-shaft sprocket did something nasty, putting John L. out of of the third round, and out for the day. Jack Mahan (Husky) took the second behind Maynard who also managed to do a classic over-the-handlebars flip but still finished in the lead. Prospector Don Shore (C-Z) stocking cap and all came in third while the Sportsman winner was Lee Haase (Maico).

Mike Payse won all three of the 125 class, followed in by a pair of Bul's ridden by Jesse Slaton and Louie Dunn. All these riders sported jumpers from Champion Motorcycles in Costa Mesa and they are so spectacular we'd like to see all American riders wear them in all kinds of International competition. They are out of sight! Bill Blakeslee on one of the new Dalesman Puch's was the Senior winner.

Ossa was the marque to beat in the 250 Senior but none could. The first three places went to the Barcelona Bullets with Mike Bast winning three straight, Don Shore second and Danny Hockie third. Hockie almost didn't make it when part of his handlebar mounting broke in the last round but he wisely pulled off the track waiting for the end so he could still take the checkered flag and get scored for the full day.

Jeff Cruzon (Bultaco) was the bad luck guy in the 100 Sportsman. He had an excellent lead in the first moto and looked like the man to beat but his back wheel went bad and although he tried to make a go of it was forced way back. He came back to lead the second round but over-all points at the end of the day placed him quite a way back. Another Bultaco rider Danny Slaton had troubles and had to pull out for a while but he came back like gangbusters. The race concluded with a Hodaka first and second ridden by Danny La Porte and Frank Hentrup.

The day ended reasonably early with all results finished so the riders knew where they stood.

(Results on page 19)

100's go over the hill in close competition at Huntington Beach Cycle Park. (Photo by Ken Hoff)

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CYCLE NEWS NORTH

Neil MacDannald and his potent Moto Beta aren't much bigger than the trophy they won on the District 35 scrambles track.

The Year Of The 100's

The 1969 Scrambling season might be called the year of the 100's. The 100cc class has become one of the most improved and popular classes. This year's 100's seem to go like the 250's used too. Many of the bikes that used to win consistently have been retired because they can hardly make the Main in this year's competition. This new breed of 100's seems to be the special province of the younger riders, who dominate the class.

One of Northern California's young 100cc Scrambles riders is Neil Mac Dannald of District 35, who on his 15th birthday found himself in the middle of the 100cc Scrambles point race. The real surprise came for Neil when the November issue of American Motorcycling listed him as not only the District 35 high point 100cc Scrambles rider, but also high point rider in the Western Division and second in the National Standings.

Neil MacDannald is a good example for anyone interested in riding the 100cc Scrambles. Neil's 115 lbs. is an easy load for his M.B and he intends to continue in the 100cc class as an Expert, although there are not always enough Experts at every race to make a good class. It seems that too many riders transfer to larger bikes when they turn Expert so they can try their skill against the older and better known Experts.

Oregon Opener

By Jerry Shipman

McMINNVILLE, ORE., Feb. 1, 1970 – McMinnville Motocross Park opened its gates today for the first time and what a time. It is truly one of the most demanding courses this side of the Rockies. Many riders described the course as a "Personal hell" and then packed up and left after practice. Many of the 125cc riders that stayed couldn't even begin to ride the course.

The scratch goes up a 35 degree hill, followed by a series of off-camber hairpins, turns, sweepers and god-awful bike eating mud bogs. Just to stay aboard and finish was credit to the riders abilities.

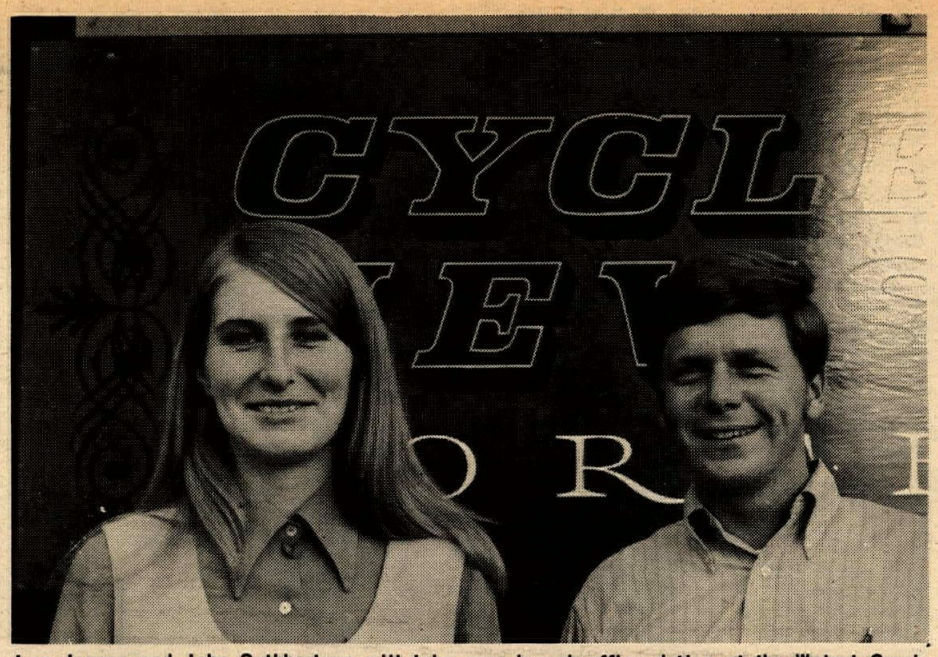
The 125cc Junior race had three 10 min. heats, the Seniors had three 15 min. heats and the 250 and Open had several ten minute heats.

The best racing of the day came from the Open class with Bob Leach of Salem and Bill Book of Cerritos both getting a first and second after two heats.

Dan Smith on a CZ swooped everyone in the Senior 250 race. Dan is sponsored by Yamaha East, but chose a CZ and took three straight wins.

A fine rider from Salem, Gary Olson riding a Penton had quite a battle with George McHilly on a Yamaha in the 125 Senior class. Gary won only by a tie breaker first place.

The 360 Junior class fell to Stu Osborne riding a 400 Maico. Stu has ridden almost every kind of bike. In the competition at McMinnville he chose a Maico and it proved a winner in its handling and power under the most adverse conditions.



Lyn Jensen and John Cuthbertson will take over branch office duties at the Walnut Creek offices of CYCLE NEWS.

Lyn And John Head Up CYCLE NEWS North

By Chuck Clayton

In casting about for the best personnel to head up our growing Northern Division, we decided two heads are better than one. When you get to know Lyn Jensen and John Cuthbertson, you'll understand why.

Both are talented and experienced in the number one duty of Northern District management: Editorial newsgathering; writing and picture taking. The second important aspect of Cycle News is one they will quickly learn: Circulation promotion. And the third area of their duties, Advertising Service, will be taught to them by our genial General Manager Tom Culp.

Lyn Jensen, 18, comes from Hayward, Calif. where she has attened nearly every type of bike race. She's been riding a year and a half on street and dirt, is a member of AMA and potential member of Pacific International Trials Society. "Bikes aren't only for men," Lyn points out. "Even women riders like myself can find bikes to be a daring mode of transportation and an unsurpassed method of 'letting loose'".

John Cuthbertson, 22, was recently discharged from the Army where he founded and edited an award-winning battalion newspaper. He has raced motorcycles for some years in Northern California and was employed in various capacities at three local motorcycle stores.

Both Lyn and John are bright, enthusiastic young participants in the growing motorcycle phenomenon and we at CYCLE NEWS are proud to welcome them to the staff.

Anyone needing the services of CYCLE NEWS for publicity, sales promotion or just plain news communication is urged to contact Lyn and John at the Northern Branch Office, 1470 Broadway overlooking beautiful Walnut Creek, or call them at (415) 934-1995.

Sudden Sam Sears S.F. Short Track

By Bill Spencer

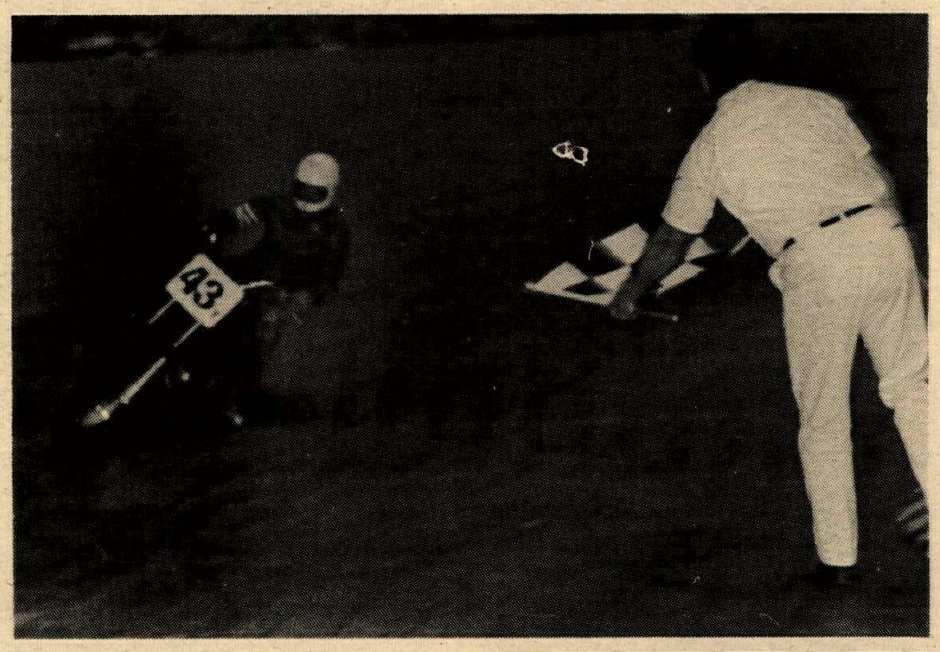
SAN FRANCISCO, COW PALACE, Feb. 7, 1970 – Sam Magglin debuted his Bultaco, as the young San Jose State College student won his first professional Main Event. Maggie as he is sometimes known, led the 15 laps from start to finish. Second went to Stan Anderson who had his hands full staying in front of Bruce Teixeira. Teixeira tangled with Bob Scally on the start and had to work very hard for the third.

Jim Foley ran away with the Consolation event as a great number of new Novices were on hand trying their luck while the heroes were in Houston trying for the big buck.

In the three lap Trophy Dash, Bob Scally proved to be the better rider as he led Teixeira to the checkered flag.

In the Heat races Teixeria set the fast time of the night in heat one with Dececco chasing him until Chal tried to pass and fell. Newcomer Barry Brown finished second in front of Paul Johnson.

(Results on page 19)



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Dunlap Motocross A Sun Drenched Spectacular

Story by Barbara Taylor
Photos by Jack Light

DUNLAP, CALIF. Feb. 8th – The Pathfinders Motorcycle Club was blessed with beautiful spring weather this Sunday at Dunlap Cycle Park for one of the most spectacular European type motocrosses to be run at the 1,100 acre play area. Although the San Joaquin Valley was covered with fog many hundreds turned out to view the sun drenched spectacular (Dunlap is above the fog line).

The course at Dunlap is changed for every motocross and most agreed that this one was the best that has been designed in the area to date. The course measured one mile and a fifth in length and offered a variety of turns and natural terrain obstacles that included some unique off camber turns, banked turns, creek crossings, and the thrilling washboard sand section that runs beside the pond. All this combined with the rolling foothills terrain, green grass and the giant oak trees set the atmosphere for a genuine European type motocross.

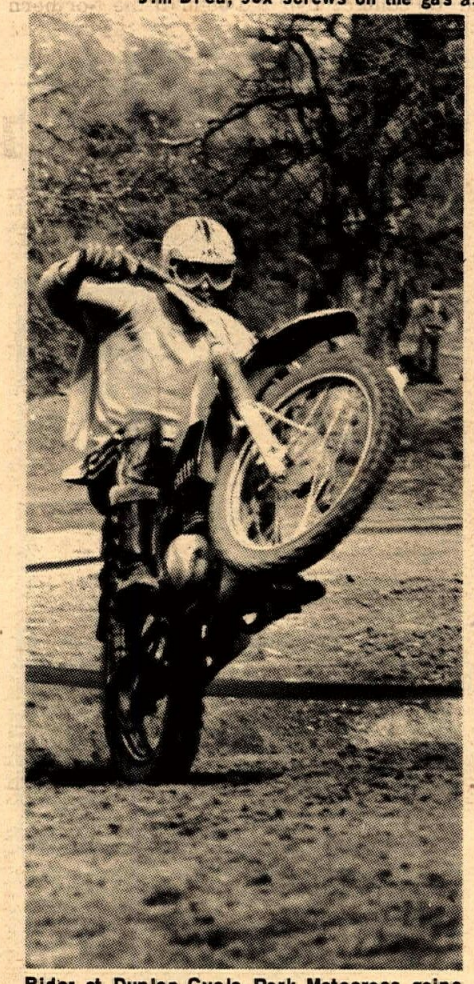
Practice was thrilling for a few when Bill Woods of Fresno took an off course excursion into the uncharted waters of the pond. Billy was all dried out and ready to race after rescuing his CZ from about five feet of water. Billy didn't have any more trouble with the water, but does have the dubious honor of being the first in the water. The Pathfinders are still looking for a trophy with a mermaid.

The 125 Junior and Senior classes were combined and Ralph Crabtree ran away with top honors in the Senior class after winning all three of his motos. Phil Taylor of Bakersfield was second overall and first in the Junior class.

The 250 Junior class, the most crowded and probably the most competitive class going, was won by Rick Hall of Van Nuys on his Yamaha after winning the first and last motos with Jim Holmes of Lindsay sailing into second on his Bultaco.

The 250 Senior class was won by Mike Spier of Coalinga riding his Maico after some very fierce competition with Carl Nelson. Mike won all three of his motos only after Carl Nelson had the third moto in the bag and his Ossa developed a shifting problem that caused Carl to load it up. Wayne Sumners, noted for his smooth track capabilities, pulled a very much wokred for second in the overall results.

Jim Di eu, 96x screws on the gas as Randy Piepkorn hits the clutch to gain power in Sunday's Dunlap Cycle Park Motocross.



Rider at Dunlap Cycle Park Motocross gains control on the difficult course.

The motocross course at Dunlap also offered a variety of interesting hills and turns.

The 360 Junior and Senior classes were combined resulting in a very good battle of the Seniors against the Juniors. Bill Oliver of Coalinga really put it on the rest by winning all three motos on his new 400cc Husky with George Snider of Bakersfield having his "fun" (also getting into shape for Indy?) pulling a smooth first in class and second overall.

The Pathfinders are really coming through with some fantastic motocross racing and feel as though the courses keep getting better. Many out of area riders are showing up to take advantage of the camping and neat natural terrain course. The club is also doing a great job of running and extremely smooth race and has developed a scoring system that has enabled them to have results ready and trophy presentation within a short time after the races. Races were over and most everyone packed up and gone by four in the afternoon with the exception of those who stayed to play and ride the trails of the Cycle Park.

(Results on page 19)

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Stockton M.C. Hosts Sandy English Trials

Trials rider works his way over branches and logs in Sunday's competition at Goethe Park, Sacto.

By Lyn Jensen

GOETHE PARK, SACRAMENTO, CAL. Feb. 8, 1970 – With only 67 entries, the Stockton Motorycle Club kicked off their English Trials at noon. There were 6 sections for novices which they had to ride forwards and backwards. Novices had sandy, and pebbly sections blocking their way, but this didn't get in Norris Rancourt's way. Riding a Bultaco, Norris grabbed first place Novice with 20 points lost. Right behind was another Bul rider, Danny Timmons, who footed it to a 23 point loss and second place. The Novice sections didn't take their toll of the dismounted riders we've seen in some of the latest trials.

The Expert-Amateur classes had the going rougher. Each Expert or Amateur rode 6 sections twice in each direction. In these loose sandy sections we found riders slipping right out of the section boundaries time after time, and losing another 5 points. Bul mounted Ron Reinitz gave a good appearance with 25 points lost for a first place Amateur. Vic Boocock once again ran away with first place Expert by dropping 9 points. Vic sure can make that Bul move with ease over some tricky territory. The next trials at Goethe Park is March 1st. Let's see more riders at this next one.

(Results on page 19)

Trials riding demands complete and undivided concentration on course and lip.

Northern Directory

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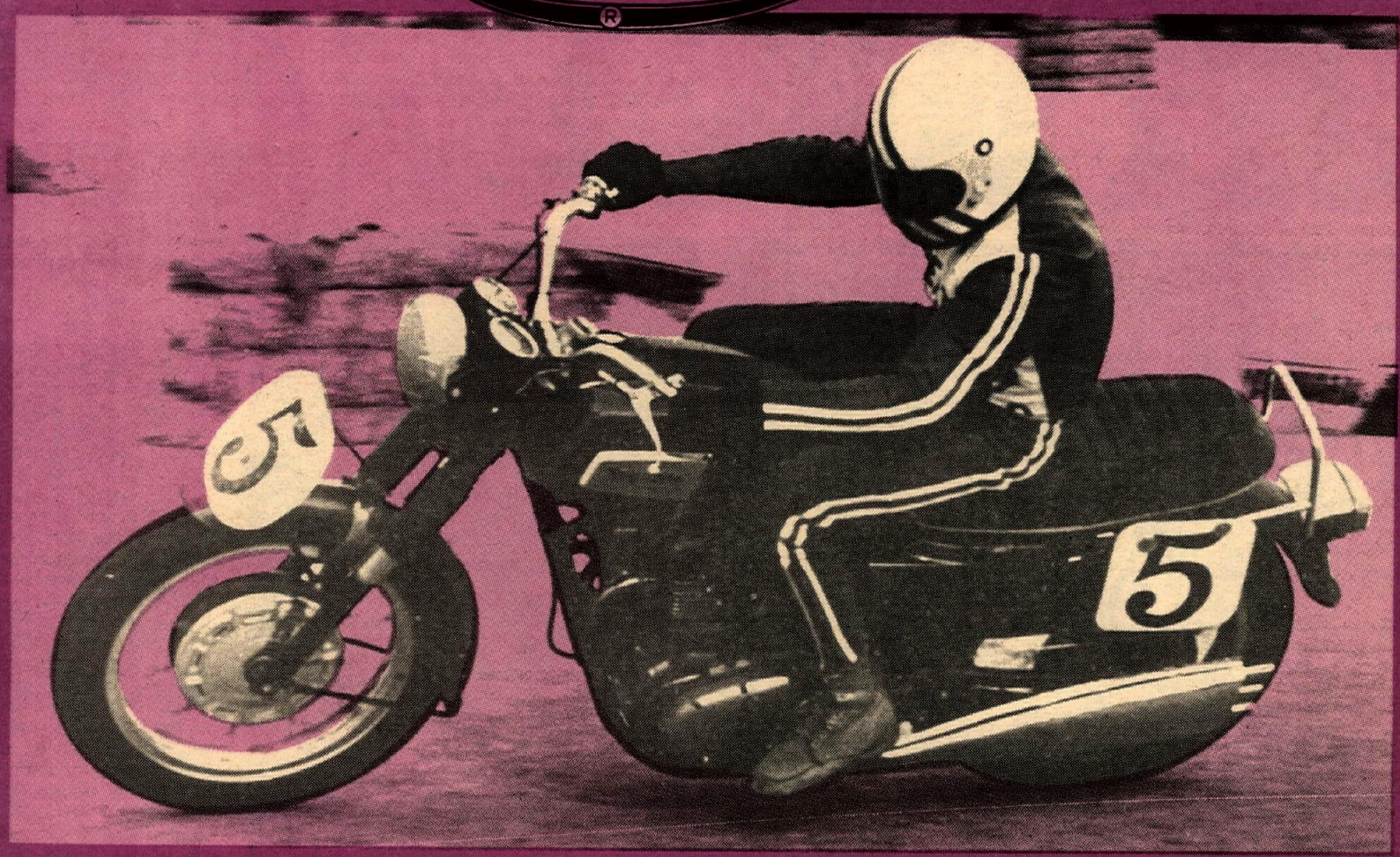
FROM ANZAC TO ASCOT

TRIUMPH '70



A BREED APART

A.C.A. Road Race, Jan. 25
Anzac Raceway
Palmdale, Ca.

OPEN PRODUCTION CLASS
1st: Roland Pagan
TRIUMPH TRIDENT
3rd: Don Watkins
TRIUMPH TRIDENT

OPEN GRAND PRIX CLASS
1st: Roland Pagan
TRIUMPH TRIDENT
2nd: Ralph White
TRIUMPH TRIDENT

A.M.A. Prof. T.T., Feb. 1st
Ascot Park Raceway
Gardena, Ca.

EXPERT MAIN
1. Eddie Mulder – Triumph
2. S. Van Leeuwen – Triumph
3. Gene Romero – Triumph
4. Sonny Burres – Triumph
5. Dusty Coppage – Triumph
6. Mike Haney – Triumph
7. Tom Rockwood – Triumph
8. Ralph White – Triumph
9. Keith Mashburn – Triumph
10. Lloyd Houchins – Triumph
11. Bob Bailey – Triumph

AMATEUR MAIN
1. Bob Ferro – Triumph
2. Terry Dorsch – Triumph
3. Tod Sloan – Triumph
4. John Hateley – Triumph
5. Charlie Joyner – Triumph
6. Steve Ellsworth – Triumph

TROPHY DASH
1. S. Van Leeuwen – Triumph
2. Mike Haney – Triumph
3. Keith Mashburn – Triumph
4. Gene Romero – Triumph

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HOUSTON NTTOURS

LAWWILL

By Chuck Clayton
Photos by Dan Mahony & Don Woods

HOUSTON, TEXAS Feb. 6 – At times down there on the Astrodome floor it looked like scenes from "Laugh In." A curious track composition, rumored to be Texas mud mixed with flypaper, made for some stop-motion antics worthy of the great "Blue Maxie."

Worst pratfall of all was taken by World Speedway Champion Ivan Mauger in practice for a $500 winner-take-all match race. Ivan steered into a haybale, stopped and fell on his Kawasaki. Earlier in the night's TT races AMA aces Earl Myers, Ron Pierce, Dick Mann and Jim Raymond did approximately the same in the heat of battle. They'd start to slide a turn, stop dead and comically tip over. Mauger took it all in good humor, "The track's the same for all," said the brave New Zealander.

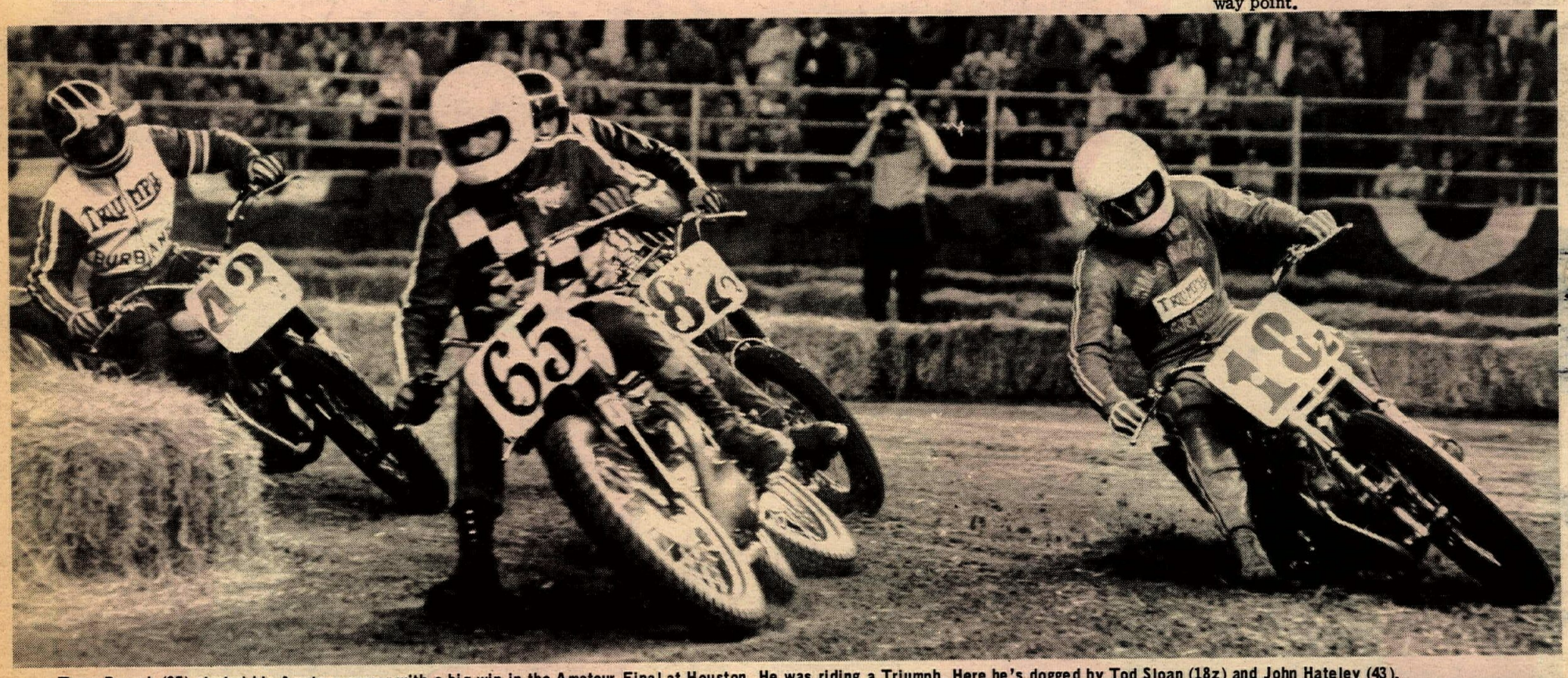
Sixteen thousand race fans from all over the nation watched the first of 30 professional championships that will decide the number one motorcycle racer in America. And judging by his performance in the indoor TT title chase this evening, blond, bold Jim Rice has his sights firmly set on that rigid digit.

Last year, Rice recovered from a serious crash to capture three National titles in his first Expert season. He's gotten off hard and come back strong... that's a mark of a champion. Rice is not only strong, he's smarter. And the backing he gets as Captain of the new BSA Wrecking Crew is first rate.

Rice won the 20 lap TT chase by a lo-o-ong margin after a cool, close second in his heat to Paul Bostrom. In the final both fast-timer Skip Van Leeuwen, the favorite, and Eddie Mulder were looking for their 5th TT Championship win. Eddie took his usual early lead with Skipper nipping at his wheels while Rice cooled it in third and waited. He didn't have to wait long. Skip lost ground in the second lap, letting Rice and Bostrom by. Rice took Mulder on the fourth lap and so did Bostrom. Then Jim just stretched his lead.

Skip meanwhile had been passed by Dusty Coppage on one of the new 650 Yamahas but soon repassed the Duster and the places settled down at the halfway point.

The wide Astrodome has room for five riders side by side. So, of course someone tries to fit in six.



Terry Dorsch (65) started his Amateur career with a big win in the Amateur Final at Houston. He was riding a Triumph. Here he's dogged by Tod Sloan (18z) and John Hateley (43).

MERT GETS FIRST 1970 WIN FOR H-D

HOUSTON, TEX. Feb. 7 – Names made the news at National Indoor Short Track Championship this year: Mert Lawwill won the 25 lap feature after dogging the wheels of Dick Mann for 18 laps. Mert's Harley-Davidson was built by the heavy-lidded Grand National Champion himself and Jim Bellam. Mert collected the winner's share of an $8,000 purse plus $200 from Bell-Toptex for wearing their favorite helmet. Mann's Ossa was prepared with the help of Jerry Schoffer while third place Jim Odom credits A&A Motors' Ray Abrams for setting up his Bul.

Fourth placer Jim Rice, beautiful in new red, white and blue BSA team colors, worked carefully up from a seventh place start after Dave Hansen and Odom showed some heavy duty dicing.

Chuck Palmgren clung to fifth with his new Yamaha while defending champ Ronnie Rall trailed all night on his Bultaco.

Easy slider Steve Scott returned to the National scene with a place in the final, even if it was only last place. Dan Haaby won the fastest preliminary heat. Keith Mashburn set fast time qualifying but failed to transfer from his Semifinal race. Both Dan and Keith rode Yamaha.

California rider John Hateley bagged 2nd spot in the Am. T.T. Final.

-RICE SHARE VICTORIES

ough Chuck Palmgren strived mightily, it appeared his new Yamaha 650 needed more sorting out for serious TT work. Here Sonny Burres (69) s him a tough row to hoe. Burres hasy switched from Norton to Triumph for the '70 season.

Spiffy Jimmy Rice (24) proved once again that clothes do make the man. Attired in his flashy new BSA Team leathers the lanky Westerner sped the Birmingham Twins to yet another Championship. Close behind is Eddie Mulder (the hippy Beau Brummell).

Rice's teammate Dave Aldana loped ong in fifth behind Dusty while the third ember of the Wrecking Crew, Wichita's en Pressgrove laid it down and retired. hen came Mulder on his Montesa and a uch-improved Jim Odom (Tri) followed Sonny Burres (Tri) and the only arley-Davidson in the lineup, with Mark elsford aboard.

Behind Brelsford, Dick Mann, on an ex-er-Am 405cc Husky donated by the tributor, tried to decide whether to t-track or motocross the thing, and ve Hansen brought up the rear.

Earlier, heat race happenings had seen ne Romero left at the gate in netural en the flag flew and Larry Wilburn got nterpunched, but not seriously.

Mann had made the main the hard way, nabbing second behind Aldana in the mi. Dan Haaby dropped out of the mi early. Mann really rode a show in 4-lapper, sometimes wheelying for rds in a gallant attempt to pass Al-na. He'd had no time to make improve-nts on the Husky "I just got it and nted it orange," Mann grinned. But he count on a first class ride for Day-a, for it was just learned that Dick nn will pilot one of the factory-onsored Honda Fours in March. Win lose, this could do more for Honda's cing image (and sales) than a team of ke Hailwoods.

Out of 200 riders who time-trialed, 90 were Amateurs. Tod Sloan led the list and also his heat race, through four re-starts. But it was Terry Dorsch who took the Amateur title chase. Sloan tangled with Bill Dutcher's Bultaco when they diced for Dorsch's lead in lap two of the final and Dutcher got the worst of it. Then Sloan and aggressive Chuck Joyner and Wayne Hosaka all tangled up in bad turn three letting John Hateley into second place. Dorsch never looked back, stretching his advantage steadily to the checkered flag.

Murren Beats Mauger & Briggs For $500

After the National TT program a hastily-scheduled match race took to the short track oval, with $500 to the winner. Reigning World Champion speedway artist Ivan Muager and Barry Briggs, 4-time world champ, as well as runner up in the latest standings, took on Neil Keen, Ken Pressgrove and Jim McMurren, the top U.S. short track stars as an apetizer for the next night's short track championship.

Briggs, piloting a Yamaha 250 twin in one of his own "Easy Rider" speedway frames, leaped to the lead followed by McMurren (H-D) and Keen. Keen dropped out after two laps and Jim took Briggs on the third circuit. At the checker

Eddie Mulder squirreled his Montesa to an early lead but the two-stroke gave away too many cc's.

Briggs was closing fast, but you could almost see those 500 American bucks go winging away in his mind's eye. Mauger finished a distant third and Pressgrove a fourth.

(Results on page 19)

BSA, H-D Win Season Openers

ld Speedway Champ Ivan Mauger of New Zealand suffered the iliation of finishing deadlast in his initial A.M.A. Champion-p outing.

Almost, Dick, almost. Bugs Mann (2) led the Short Track Final for 18 laps on his haulin' Ossa but couldn't keep Mert Lawwill (1) from claiming Harley's first win of the year.

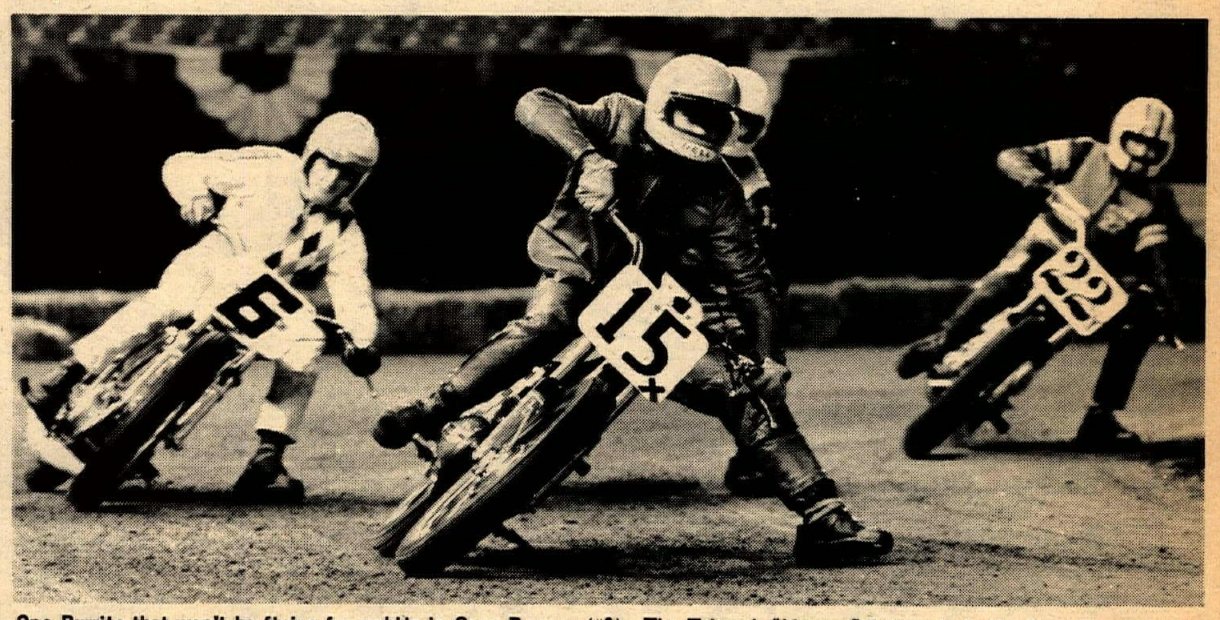
black flag came out after Gene o got off and broke an arm. Earlier Markel crashed and snapped a one. New Expert Ken Pressgrove said "ouch" when another rider d into his ankle during the previous TT. Ken went ahead and rode a exhibition short track race before ng that the ankle was broken. d Champion Ivan Mauger put on his Kawasaki suit and gamely took on . short trackers. But he ran dead the hard mini track. "It felt like even have a rear tire on" Mauger ned after.

y Briggs, four-time World Speed-hampion and runnerup to Mauger in last year's contests, returned to Houston with a Yamaha, fitted a rear Pirelli instead of a speedway tire and won his heat race. Another rider crow-barred him into the haybales on the Semi's first lap. But Briggs is learning.

Bultaco mounted Tod Sloan captured the 10-lap Amateur short track Final, leading all the way. He was followed by the Bul of Chuck Joyner and David Law-son's Kawasaki. Local boy Darryl Hurt of Houston won an Amateur heat and finished fifth on his Ossa.

Attendance was 27,880 for a total of 43,981 tickets sold in the two night's racing.

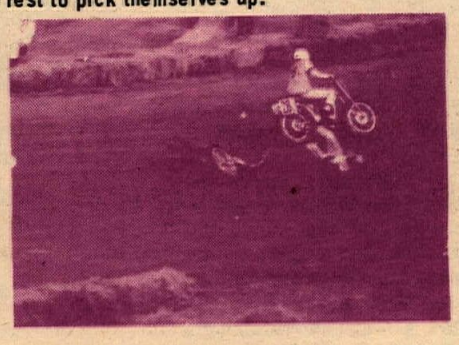
(Results on page 19)



One Burrito that won't be flying for awhile is Gene Romero (#6). The Triumph "big gun" fell early in the Short Track Final, breaking his arm and thereby weakening Triumph's chances for regaining the coveted #1 plate. Here he chases fellow Cali-fornian Steve Scott (15) and is in turn chased by Yamaha's Mr. Haaby.

Amateurs Scatter Bikes And Riders Across Astrodome Floor

The Amateurs were all over the Astrodome floor after this donnybrook was over. The picture sequence was taken from two vantage points but we can trace a Bultaco rider tangling out in the middle and Alan (15m) taking evasive action into the hay bales followed by Donald Wyman. Bruce (63) Stafford steers his Yamaha through the mix-up and leaves the rest to pick themselves up.



Commando 750 'S'

The Fabulous Norton Commando S Is Here!

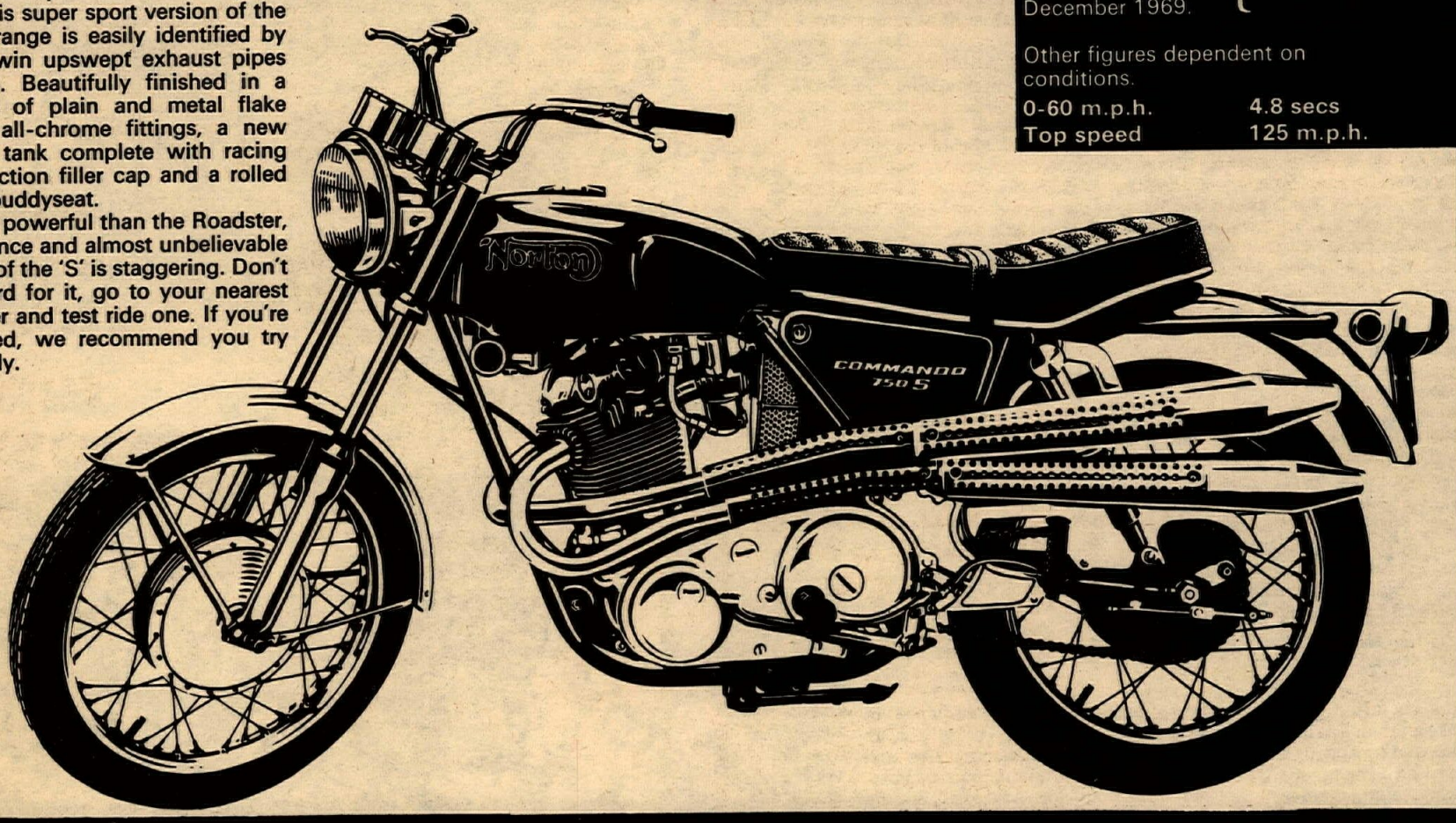
Called a dazzler by the American "Cycle" Magazine, this super sport version of the Commando range is easily identified by its stylised twin upswept exhaust pipes and mufflers. Beautifully finished in a wide choice of plain and metal flake colors with all-chrome fittings, a new slimline gas tank complete with racing type quick action filler cap and a rolled and pleated buddyseat.

Even more powerful than the Roadster, the performance and almost unbelievable smoothness of the 'S' is staggering. Don't take our word for it, go to your nearest Norton dealer and test ride one. If you're not impressed, we recommend you try Cape Kennedy.

Performance
Standing quarter achieved by independent test of Commando 'S' in California December 1969.
Time 12.69 secs
Terminal speed 103.68 m.p.h.

Other figures dependent on conditions.

0-60 m.p.h.	4.8 secs
Top speed	125 m.p.h.



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By Maureen Lee

If you count up on the calendar you'll notice there are more motocross' scheduled than scrambles and last year the demand by the end of the season for motocross numbers was very high.

We checked with Dick Kouns about how the scrambles numbers are going this year and it's plain to see, scrambles are failing more each year. There was a time when they'd be up in the high numbers by now, so far this year they have 475 lightweight numbers and 265 ultras, and a lot of earned numbers haven't been picked up yet. In contrast the lightweight desert steward, we hear, is up to 206 mx (translation, one thousand, two hundred and six!). While on the subject of numbers guys, in a

scramblin' around

situation like a Grand Prix coming up such as the Gripsters bash at Elsinore, you've had ample time to send in and get your permanent number by now so you can complete your entry form by the deadline. Riding a classic like that is not something you decided to do on the spur of the moment and you can't expect a steward to come up with a number for you like bringing a rabbit out of hat for you to meet the deadline. You've had all the time in the world.

Another thing (and it sounds like we're doing nothing but grouse today, but this is important) if you're a club member in charge of getting results to the stewards, pulease make sure you fill out everything and even more important, print names clearly. And as for you riders, take those few extra seconds on an entry blank to make sure your name can be read clearly. Some of 'em are awful and that's the truth. I almost made a new year resolution that in 1970 if we couldn't read an entry blank for result purposes, I'd list you in the paper on Tom Chickenscratch riding a Yo-yo.

The first Ascot TT had a good share of familiar faces out on the track and it was good racing. We told you a couple of weeks ago to keep an eye on Gary Scott and if you were at Ascot you'll know why. Probably the saddest scrambler there was Ted Longwith. Walking around with a cast on his arm, Ted had the tale to tell of two sponsored motorcycles to ride at the Houston Astrodome, so checking them out, Ted unloaded. It's those parking lot crashes that get you bad every time!

Kawasaki Offers ½ Million In Contingency Cash Prizes

Kawasaki's North American distributors are offering the largest racing purse ever in the history of motorcycling. A total of $500,000 is up for the winning during 1970.

The largest portion of the half-million dollar purse will be awarded during AMA Nationals held across the country. A total of $349,500 in cash will be awarded to the winners if they are riding a Kawasaki.

For the Green Horn and Jack Pine National Enduros, Kawasaki-riding winners will each receive a New Kawasaki Mach III valued at $1,000.

The only eligibility rule is that the rider must be racing a Kawasaki at these events.

Providing further incentive to race the big K, Kawasaki is awarding a Grand National Championship prize of $5,000 in cash to the professional rider who earns the highest number of AMA National expert points during 1970 while riding a Kawasaki.

Additionally, $34,500 worth of Kawasaki 100cc Trail Boss bikes are earmarked to be awarded to the winners of the 69 classes run during Bonneville Speed Week. Riders who establish a new 1970 World Record in these classes must be riding a Kawasaki.

Also, Kawasaki is offering $25,000 in cash to the Kawasaki rider who establishes and retains a new two-wheel World Speed Record for 1970 at Bonneville. The record must be acknowledged by either the FIM or AMA ruling bodies.

Other cash prizes are offered to those Kawasaki riders who win in the following upcoming events: If the Senior Main Event winner of the Inter Am Motocross Series is astraddle a Kawasaki, he will get $2,500. And to the winner of the total 1970 Senior Inter-Am Series, Kawasaki will award $10,000 if he earned all points on a Kawaski only.

In the AFM Road Race Series, the racer placing first overall in the Senior Main Event receives $250. Overall high-point champion for 1970 earns $5,000. All winners must be riding Kawasakis, and points for overall high-point champion must be earned on a Kawasaki only. The same prize money – for winners of the same events – will be awarded during the AAMRR Road Race Series.

For the NORRA-Baja 500: First overall winner receives $3,000; first lightweight motorcycle, $500; first heavyweight motorcycle, $500. For the Baja 1,000: First overall winner receives $5,000; first lightweight motorcycle, $500; first heavyweight motorcycle, $500. All three divisions can be paid to the winners riding a Kawasaki.

For the Mint 400' First overall winner received $3,000; first lightweight motorcycle, $500; first heavyweight motorcycle, $500. Again, if the winner did it on a Kawasaki.

Other events are included in AHRA-NHRA quarter-mile drag races, with $5,000 cash awarded to those riders winning on a Kawasaki.

When asked why Kawasaki is offering such a large purse, Advertising Manager for Kawasaki Motors Corporation said: "Kawasaki is taking this gigantic leading step forward in the motorcycle industry in order to encourage other motorcycle manufacturers to actively participate in this fast growing sport."

DRAGSTERS TUNE UP FOR GAS AND FUEL NATIONALS

Entries from the four corners of the nation are pouring in for the First Annual U.S. Fuel and Gas Motorcycle Nationals to be held at Irwindale Raceway on March 1, 1970.

The nation's quickest and fastest Fuel & Gas Drag Bikes will be on hand at this, the first all motorcycle drag meet ever held athat offer over $6,500.00 dollars in cash prizes and the opportunity to set official National Hot Rod Association National Records.

Among the over forty Top Fuel and Top Gas entries are: Sonny Routt of Hyattsville, Maryland, Runner up at the Eastern Championships at Atco, New Jersey at 9.10 seconds and 164 MPH; Guy Leaming of Elmer, New Jersey, Top Fuel Eliminator at Stuttgart, Arkansas last September; The Miller Bros., triple Top Gas Eliminators from Chicago, Illinois; Joe Smith of West Covina, Calif., holder of Irwindale Strip Record at 9.39 seconds and 164.50 MPH; and Boris Murray of La Verne, Calif. with his twin-powered 165 MPH Drag Bike to name but a few.

A majority of the low 9 seconds, 160 plus MPH bikes are twin-engeined, however, a few such entries as Leo Payne and Clem Johnson's "Barn-Job" are exceptions to the rule and have both run in excess of 160 MPH in the quarter-mile.

Irwindale Raceway is located in the heart of the San Gabriel Valley a short twenty minutes from downtown Los Angeles via the San Bernardino Freeway.

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Richard Bledsoe picks his way up a stony hill. Richard has won his class in the last three trials and will be promoted to Expert his next time out.

Ward Wins Elfin Forest Trials

By Vic Conaway
Photos by Red Richardson

ESCONDIDO, CAL. Feb. 1, 1970 – The Second English Trials of the year at Elfin Forest, sponsored by the S.D.T.R., was a rugged crourse with many natural hazards, including, mud, rocks, water, sand, steep banks and canyons. According to some riders the famous Devils Staircase in the Scottish Six Day Trials has been re-located in Escondido.

The Masters Class was won by Jack Ward, John Walters and Bob Grove all riding Bultacos.

The Experts, who have to ride the same sections as the Masters were not far behind. Gary Stewart in great style won the class without much problem.

The 125 Master and Expert class was the most interesting event of the day. Gary Barton on a new Saracen and Vic Conaway on an American Eagle fought nip and tuck all day. The two riders were tied with 117 points at the end of the day. Both riders had the same number of cleans but Gary had one more one than Vic to give Gary the edge.

The outstanding Richard Bledsoe won his third straight Trials in the Amateur Lightweight division.

I would like to pass on a compliment I received on behalf of the Trials riders from the owners of the Elfin Forest. The cooperation of the participants was greatly appreciated. The owners said they would be more than happy to have another Trials event. With so many areas being cut off and declared off-limits to motorcycles, it is refreshing to find someone that feels motorcycle riders can and will be responsible.

If you are interested in riding Trials, the next event will be at Saddleback Park, Cal. Feb. 22nd.

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Address _____
City _____ State _____ Zip _____

RESULTS

ELSINORE
Elsinore, Calif.
By Lorri Lee

MINI	
G. Lersch	Pow
L. Wakifield	Hon
L. Steeber	Hon
J. Harris	–
100 NOVICE NOVICE	
J. Daok	Kaw
A. Baldwin	Kaw
M. Rohn	Kaw
125 & UP NOV. NOV.	
D. Stajie	Bul
K. Goodwin	Kaw
100 NOVICE	
R. Maguirre	Suz
M. Revels	Kaw
D. Perrault	–
T. Gillespie	–
J. Steeber	Kaw
125 NOVICE	
R. Dobbins	Yam
K. Kanahai	Yam
T. Snudd	Yam
G. Gillespie	Yam
250 NOVICE	
H. Cheetwood	Yam
J. Coldwell	Bul
J. Parks	Bul
J. Hendry	Oss
L. Stepheton	Yam
J. Vollelungu	Bul
350 OPEN NOVICE	
B. McMillan	Hon
B. Mason	H-D
B. Larson	–
T. Shumard	BSA
100 EXPERT	
R. Vanderpool	Kaw
S. Peluso	Hod
R. Sanders	Kaw
126 EXPERT	
J. Stein	Yam
H. Scoot	Yam
T. Warren	Bul
250 EXPERT	
R. Ringin	Kaw
V. Hannon	Kaw
T. Warren	Bul
500 & OPEN EXPERT	
J. Stein	Mac
V. Hannon	C-Z
M. Blackwell	C-Z
SPECIAL EXPERT	
R. Vanderpool	Kaw
V. Hannon	Kaw
L. Shaw	Tri
SWEEPSTAKES	
R. Vanderpool	Kaw

33 – 33 – 33 – 33 – 33 – 33 – 33 – 33 – 33
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1969 AMA DISTRICT 37 DESERT HEAVYWEIGHT STANDINGS (Cont)

201. Bob Doig	Nov	75
202. Stan Barrett	Nov	75
203. Dick Camp	Ex	70
204. Bob Webb	Nov	70
205. Shorty Raudman	Am	70
206. Richard Stanworth	Am	70
207. Bill Tosetti	Nov	70
208. Walt Mulconery	Nov	69
209. Al Rogers	Ex	69
210. M. H. Duncan	Nov	69
211. Bill Norton	Nov	67
212. Jim Vesley	Am	65
213. Jerry Randall	Am	63
214. Richard O'Neal	Am	63
215. Richard Kendall	Nov	61
216. Bud Bailey	Nov	60
217. Jeff Naylor	Nov	60
218. Jack Froelich	Ex	60
219. Jack Cothron	Nov	60
220. Terry Hunt	Nov	60
221. Chuck Petty	Nov	59
222. Tom Webb	Nov	59
223. William Tell	Nov	58
224. Bob King	Ex	58
225. Steve Ellsworth	Am	56
226. Bill Hammer	Ex	56
227. George Zuber	Ex	55
228. Stan Baldwin	Nov	55
229. Robert Pierce	Nov	55
230. Roger Riddell	Nov	54
231. Walt Fichtner	Nov	54
232. Marvin Le Blanc	Am	53
233. Ben Strauss	Nov	53
234. Dave Brewer	Ex	51
235. Phil Mailloux	Nov	50
236. Ray Mitchell	Nov	50
237. Tom Ryon	Nov	50
238. Joe Crawley	Nov	50
239. Daniel Peterson	Nov	50
240. Dick Steffan	Nov	49
241. Kenny Knudson	Ex	49
242. Dick Eddy	Nov	49
243. Ron Dugan	Nov	47
244. Robert Russell	Nov	46
245. Don Ogilvie	Ex	46
246. John Rayburn	Am	46
247. Ron Fry	Ex	45
248. Bill Eisele	Nov	45
249. Warren Seigfred	Ex	45
250. Gary Leupold	Ex	45
251. Clayton Jiles	Am	45
252. Les Carpenter	Nov	45
253. Ron Glover	Nov	44
254. Gene Taylor	Nov	43
255. Bill Kelly	Nov	42
256. Bruce Caldwell	Nov	40
257. David Rochlen	Nov	40
258. G. L. Foreman	Nov	40
259. Don Drake	Nov	40
260. Bruce Iverson	Nov	40
261. Tom Martin	Am	40
262. John Steen	Ex	40
263. Bill Zaremba	Am	40
264. Raymond Johnson	Ex	38
265. Walter Hoffman	Am	38
266. Arvie Blackstone	Am	37
267. Bill Bradshaw	Am	36
268. Lee Hamby	Nov	36
269. John Bailey	Ex	35
270. Stan Phillips	Am	35
271. Dave Richardson	Nov	35
272. Charles Blackorby	Nov	35
273. Dave Thompson	Nov	35
274. Bob Dailey	Am	33
275. Bill Green	Nov	33

1969 AMA DISTRICT 37 ULTRA LIGHTWEIGHT STANDINGS (Continued)

126. Carol A. Archer	16
127. Jones N. Felts	16
128. Tom Berry	15
129. C. Glen Brunson	15
130. Kevin J. Bush	15
131. Richard Draudt	15
132. Writzel D. Morgan	15
133. Andy Skeel	15
134. Kenneth Lee	15
135. Patsy Herbst	14
136. Steve Hoffee	14
137. Dan Ney	14
138. Ron Williams	14
139. Ronald F. Bell	18
140. Jeff L. Hellerud	12
141. Richard Green	11
142. Bob Hosford	11
143. George Luther	10
144. Rick Parker	10
145. Mark Revels	10
146. Dan Spaethe	10
147. Don Woods	10
148. Kevin Ash	9
149. Bill Clang	9
150. Joe P. Colombero	9
151. Greg J. Cunningham	9
152. Peter Remi Haas	9
153. Don Harris	9
154. Tom Perry	9
155. Jim Cooke	8
156. Bob Hidusky	8
157. Ted Judge	8
158. Rusty Kisserman	8
159. Janie R. Webster	8
160. Mike Barrett	7
161. Chris Carbonie	7
162. Mike Chamberlain	7
163. Judy Hardison	7
164. Jeff Imber	7
165. Michael S. Laney	7
166. Kristen R. Nolen	7
167. Jim Parker	7
168. Tim Lee Shulze	7
169. Terry D. Traver	7
170. Lonny Walter	7
171. Rick M. Aguirre	6
172. John Ashton	6
173. Larry Briggs	6
174. Mark Buth	6
175. Sharon Herwick	6
176. Jim Tabler	6
177. Mike Thomas	6
178. Bob Wynn	6
179. Alan Aragon	5
180. Gary Booth	5
181. Richard Gann	5
182. Jerry D. Hart	5
183. Art Lester	5
184. Tom Stephens	5
185. Randy Bailey	4
186. Bruce Beckwith	4
187. Jim Connolly	4
188. Tim Edmonson	4
189. Richard Matthews	4
190. Bob Willits	4
191. L.C. Beall	3
192. Michael J. Summers	3
193. L.D. Thompson	3
194. David V. Boydston	2
195. John J. Hammonds	2
196. Paul E. Lambert	2
197. Karen Traw	2
198. Jack E. Carpenter	1
199. Norm Fraiso	1
200. Keith John Hueth	1

1969 AMA DISTRICT 37 MOTOCROSS STANDINGS (Continued)

191. Joe Erwin	883	15
192. Carter O'Brien	489	14
193. Nick McCleod	505	14
194. Kevin Porter	543	14
195. Gary Reichenbach	647	14
196. Rick Hammell	287	13
197. Roger Spahr	478	13
198. Craig Bloss	547	13
199. Brett Chapman	661	13
200. Clinton E. Miller	704	13
201. Tim Lamar	775	13
202. Jim Burgess	783	13
203. David A. Yaryan	838	13
204. Gary Brittian	33	12
205. Bob D. Simpson	77	12
206. Rodger Belding	185	12
207. Keven K. Dwyer	451	12
208. Gary Jordon	753	12
209. Jerry Burd	270	11
210. Jerry Hill	343	11
211. Walter Lessig	504	11
212. R. Fisher	523	11
213. Kenneth Booth	755	11
214. Victor Ponek	116	10
215. Oren Hutchinson	186	10
216. Michael L. Lamphere	190	10
217. Ricky L. Evans	419	10
218. John T. Barclay	482	10
219. Steven Bibb	524	10

1969 TOP RIDERS HUNTINGTON BEACH CYCLE PARK (Cont'd.)

31. R. E. Phillips	361
32. Rob Morrison	360
33. Ron Bare	351
34. John Rice	340
35. Ron Taylor	336
36. Scott Fookes	335
37. Fred Timberlake	335
38. Dennis Hanson	335
39. Barry Mayer	330
40. Bill McDowell	310
41. Robby Burg	305
42. Bob Saunders	302
43. Dick Lewis	295
44. Tom Shumard	290
45. Norm Fleece	285
46. Ed Newcomb	285
47. Dan Headrick	284
48. Tim Beason	280
49. Chuck Hanson	275
50. Randy Bailey	270
51. Don Leal	265
52. David Luna	260
53. Dave Leaner	260
54. Mike Potter	250
55. Gary Wickam	250
56. John Swinko	250
57. Tom Francisco	245
58. Jim Raymond	245
59. Jerry Formby	240
60. Keith Crecelius	240
61. Keith Potter	240
62. Don Williams	238
63. Dave Brooks	235
64. Dave Massingham	235
65. Dale Hopkins	225
66. John Sperry	220
67. Bill Uhl	220
68. Dave McKillip	215
69. Peter Hasss	215
70. Bill Rychlik	210
71. Chris Morland	205
72. David Tudor	200
73. Sandy Robertson	200
74. Steve Eldridge	195
75. Phil Kloer	195
76. Craig Everhart	190
77. Peter Antista	190
78. Robert Kvehn	190
79. Charlie Larson	190
80. Robert Hill	185
81. David Arrambide	185
82. Tom Clark	185
83. Steve Jones	180
84. Mike Little	170
85. Rollie Clark	170
86. Byron Farnsworth	170
87. John Garrish	170
88. Bobby Butt	170
89. Dennis Kanegae	165
90. Mike Payse	165
91. Murray Smith	160
92. Tom Burcham	160
93. Ted Longwith	155
94. Richard Sweaney	155
95. Tony Brickel	155
96. Jamie Metz	155
97. Robert Potts	155
98. Dan Daigh	153
99. Don Dobbins	150
100. Rich Scofield	150

CMC NORTHERN DIVISION POINT STANDINGS IN 1970
As of January 25, 1970

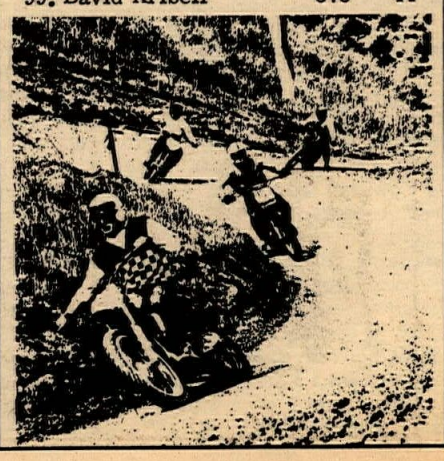
1. Bill Saltzman	20
2. Bill O'Brien	19
3. Bob Grossi	19
4. Steve Corcoran	18
5. Don Coleman	17
6. Jay Carter	16
7. Matt Falconer	15
8. Howard Sutton	14
9. Darrell Courtright	14
10. Roger Kline	13
11. Jerry Bland	10
12. Amos Galpin	10
13. Bill Addington	10
14. Dave Buckmaster	9
15. Steve Darrow	9
16. Chris Carter	9
17. Larry Gower	9
18. Frank Tabor	8
19. Gary Nauman	8
20. Kris Mellon	8
21. Ron Beamer	7
22. H. Daugherty	7
23. Al Vrooman	7
24. Bob Malley	6
25. Lee Cattaneo	6
26. Dan Kelly	5
27. Bob Bohannon	5
28. Mike Andrews	4
29. Steve Marsh	4
30. John Dieu	4
31. Bob Moore	3
32. John Franklin	3
33. Gary Ellison	3
34. Steve Bullard	2
35. Buffalo Briner	2
36. Doug Manning	2
37. Craig Styles	1
38. Dennis Holcomb	1
39. Larry Casado	1

1969 AMA DISTRICT 37 DESERT CLUB STANDINGS (Cont'd.)

11. Viewfinders M/C	6,376
12. Spokebenders M/C	5,775
13. 100's M/C	5,611
14. Shamrocks M/C	5,494
15. Sandblasters M/C	3,882
16. Jackrabbits M/C	3,841
17. Desert Knights M/C	3,781
18. San Bernardino Valley M/C	3,544
19. Four Aces M/C	3,466
20. Red Dots M/C	2,844
21. Desert Fox M/C	2,397
22. Desert Daisey's M/C	2,325
23. Barbarians M/C	1,904
24. Foothill Hawks M/C	1,507
25. Lost Coyotes M/C	1,390
26. End-Overs M/C	1,304
27j Hilltoppers M/C	1,244
28. Sidewinders M/C	1,167
29. Stump Jumpers M/C	1,058
30. Barstow M/C	836
31. Pomona Valley M/C	829
32. S.C.T.A. M/C	712
33. Sled Riders M/C	675
34. Desert Turtles M/C	603
35. Cactus Cats M/C	600
36. Trail Menace M/C	584
37. Dirt Diggers M/C	574
38. Simi Valley M/C	537
39. Scramblers M/C	465
40. Lost Angels M/C	369
41. 13 Rebels M/C	205
42. Master Lines M/C	173
43. Desert Creepers M/C	164
44. Bushmasters M/C	162
45. Crestline M/C	156
46. Fantasy M/C	105
47. Greyhounds M/C	95
48. Hi-Jinx M/C	84
49. Pasadena M/C	83
50. Orange County M/C	62
51. Coachella Valley M/C	61
52. Heavyweights M/C	60
53. Webco M/C	60
54. Sunbeams M/C	50
55. Slo-Pokes M/C	42
56. Totum M/C	30
57. Calif. Enduro Assn. M/C	25
58. Desert Disciples M/C	15
59. High Siders M/C	8
60. Gripsters M/C	6
61. Sage Brushers M/C	5

1969 AMA DISTRICT 37 MOTOCROSS STANDINGS (Continued)

56. Robert L. Moore	216	83
57. Mark Houater	809	83
58. Claude V. Long	52	79
59. Terry Bilton	626	79
60. Ken Neal	29	76
61. Hayward Mendenhall	54	75
62. Don G. Teeters	297	72
63. E. C. Birt	9	70
64. Jim West	602	70
65. Chris Brooke	641	69
66. Bob Mortenson	28	68
67. Gary R. Fishburn	89	68
68. Bob Underwood	771	67
69. Ken Beach	229	65
70. Terry Clark	633	65
71. Louis Wolf	219	63
72. Jerry Walgamuth	472	60
73. Mark Rader	658	60
74. Daniel B. Armstrong	267	59
75. Tony Capistrano	137	58
76. James H. Exlir	405	58
77. Tom Jenkins Jr.	590	58
78. Jim Betts	637	58
79. James Foxe	714	58
80. Dick Stewart	860	58
81. Bob Vacca	81	55
82. Steve Feld	83	55
83. Rick Hobbs	378	53
84. John Stein	449	52
85. James Harnisch	243	50
86. Mark Blackwell	400	50
87. Gary Egloff	455	50
88. Craig A. Cox	467	50
89. Jim Warner	712	50
90. Jeff Wright	777	50
91. Thomas A. Redfern	851	50
92. John Diskin	27	49
93. Don Benson	494	47
94. Joe Bihari	92	46
95. Curt Roth	635	46
96. Dan Ortega	8	45
97. Curt Horst	19	45
98. Dennis Keefe	623	45
99. David Kribell	373	44



NATIONAL CHAMPIONSHIP
INDOOR STEEPLECHASE
Houston, Texas
February 6, 1970

20-LAP CHAMPIONSHIP

Jim Rice	BSA
Paul Bostrum	Tri
Skip Van Leeuwen	Tri
Dusty Coppage	Yam
David Aldana	BSA
Eddie Mulder	Mon
Jim Odom	Tri
Sonny Burres	Tri
Mark Brelsford	H-D
Dick Mann	Hus
Dave Hansen	Tri
Ken Pressgrove	BSA*

*Did Not Finish

AMATEUR CHAMPIONSHIP

Terry Dorsch	Tri
John Hateley	Tri
Greg Hodges	Tri
Rex Beauchamp	Tri
Chuck Joyner	Tri
Mike Vails	Tri
Bill Dutcher	Bul
Tod Sloan	Tri
Paul Owens	BSA
Larry Charlton	Yam
Wayne Hosaka	Tri
Bill Finn	BSA*

*Did Not Start

FIRST EXPERT HEAT

Skip Van Leeuwen	Tri
Eddie Mulder	Mon
Hansen	–
Roger Reiman	H-D
Ken Pressgrove	BSA
Dan Haaby	Yam
Ron Hoppe	–
Squire Tomasie	Tri

SECOND EX. HEAT

Bostrum	Tri
Rice	BSA
Brelsford	H-D
Ronnie Rall	BSA
Dave Aldana	Tri
Gary Davis	Tri
Gil Reed	Tri
Bart Markel	H-D
Rick Dean	Tri
Cal Rayborn	H-D
Ron Kruseman	Tri
Gordon Razee	Tri

THIRD EX. HEAT

Sonny Burres	Tri
Dusty Coppage	Tri
Jim Odom	Tri
Dick Mann	Hus
John Fishburn	BSA
Eddie Wirth	BSA
Mark Williams	Kaw
Al Gaskill	BSA
Mert Lawwill	H-D
Don Castro	Tri
Ron Pierce	Tri*
Buddy Powell	Yam*

AMATEUR HEAT 4:05.81

Tod Sloan	Tri
John Hateley	Tri
Bill Dutcher	Bul
Rex Beauchamp	Tri
Al Kenyon	BSA
Wheeler Gresham	BSA
Tom McGill	Tri
Greg Hodges	Tri
Mike Vails	Tri
Paul Pressgrove	BSA
Don Wyman	BSA
Bill Finn	BSA

2nd AM. HEAT (no time)

Chuck Joyner	Tri
Terry Dorsch	Tri
Wayne Hosaka	Tri
Dan Deubler	Bul
Larry Charlton	Yam
Paul Owens	BSA
Phil Burgess	–
Jim Raymon	Mon
Loren Andrus	Tri
Barry Gerald	Bul
Bill Morgan	Bul
Ed Herrmann	Tri

$500 MATCH RACE
SHORT TRACK

Jim McMurren	H-D
Barry Briggs	Yam-ER
Ivan Mauger	Kaw-ER
Ken Pressgrove	BSA

RESULTS

AMA NATIONAL
CHAMPIONSHIP
SHORT TRACK
Houston, Texas
February 7, 1970

250 LAP FINAL

Mert Lawwill	H-D
Dick Mann	Oss
Jim Odom	Bul
Jim Rice	BSA
Chuck Palmgren	Yam
Dave Hansen	Bul
Ronnie Rall	Bul
Dan Haaby	Yam
Jerry Stokes	Bul
Mark Brelsford	H-D
Steve Scott	Bul
Sonny Burres	Hon

10 LAP AM. FINAL

Tod Sloan	Bul
Chuck Joyner	Bul
Dave Lawson	Kaw
Robert Lee	Yam
Darryl Hurst	Oss
Eddie Garza	Bul
Harold Slater	Bul
John Klaus	Hon
Ben Payne	Bul
Gary Fisher	Tri*
Gary Landry	Bul*
John Keller	Bul*

*Did Not Finish

MOTOCROSS
Dunlap, Calif.
Dunlap Cycle Park
By Barbara Taylor

125 JR.

Phil Taylor	Mai
Jim Dieu	Sac
Randy Piepkorn	Yam
Bruce Williams	Yam
Bobe Wade	Sac

125 SR.

Ralph Crabtree	Yam

250 JR.

Rick Hall	Yam
Jim Holmes	Bul
Monte Stover	Yam
Lowell Moural	Yam
Ron Blair	Mon
Mike Hall	Yam
Carl Lewis	A-E

250 SENIOR

Mike Spier	Mai
Wayne Sumner	Mon
Jack Monter	Bul
Carl Nelson	Oss

OPEN JUNIOR

George Snider	Mai
Robt. Parkhurst	C-Z
John Dieu	Gre
Dan Banich	Mai
Robert Rogers	C-Z
Ron Clawson	Hus
James O'Connor	Mai
Jim Schmidt	BSA
John Urisa	Bul
Joseph Comer	Bul

OPEN SENIOR

Bill Oliver	Hus
Dan Thompson	C-Z
Dixie Sanders	Bul
Howard Sutton	Mai

A.M.R.A. TT
SCRAMBLES
Phoenix, Arizona
February 1, 1970

MAIN EVENT
125 NOVICE

J. d'Aquin	Yam
P. Rosenfeld	Hon
K. Harrison	Yam

125 AMATEUR

B. Perrin	Yam
B. Morgan	Yam
R. Brown	Bul

125 EXPERT

G. Wells	Yam
D. Croyle	Yam

250 NOVICE

L. Majors	Kaw
D. Boyles	Bul
K. Koiser	Yam

250 AMATEUR

S. Bigler	Bul
B. Miller	Yam
R. Kraft	Duc

250 EXPERT

J. Halford	Yam
T. Halford	Bul
M. Mosher	Yam

OPEN NOVICE

B. Nichols	Tri
J. d'Aquin	Mai
L. Bruner	–

OPEN AMATEUR

J. Hill	–
B. Gruzinski	Nor
D. Bateman	Bul

OPEN EXPERT

J. Sellers	Tri
B. Boaz	BSA
J. Haviland	Tri

ACA ROAD RACE
Willow Springs, Cal.
Feb. 8, 1970

50cc GP JR.– Class I

Richard Seifried	Hon
Jeffrey S. Evans	Suz

100cc GP JR.

Tim Rockwood	Hod
Richard Reyonsa	Yam

50cc GP JR. – Class II

Skip Gallagher	Ita

125cc GP JR.

Den Guinn	Hon

175cc GP JR.

Hugo Chicon	Suz

50cc GP SR. –Class I

Jim Evans	Suz

50cc GP SR.–Class II

Rudy Reynosa	Vam
Don Wicks	Vam
Chris Anderson	Ita
Sid Chambers	Vam

100cc GP SR.

James McWorthy	Bri
Allen Spears	Hon

250cc PROD.

Howard Lynggard	Suz
Dick Fuller	Suz
William Faulkner	Suz

350cc PROD.

Raymond DeLong	Kaw
Raymond Johnson	Kaw
Randy Dawes	Hon

OPEN PROD.

Jerry Green	Nor
Roland Pagan	Tri
Hurley Wilvert	Hon
Mike Wozniak	Nor

250 JR. GP

Pat Evans	Yam
Barry Mayer	Yam
Mike Hurt	Yam

350 JR. GP

Dave Blanchett	Hon

500cc JR. GP

John Gallagher	Hon
John R. Serra	BSA

OPEN GP JR.

Dale M. Larsen	Hon

250 SR. GP

Steve McLaughlin	Yam
Mike Lane	Yam
Don Emde	Yam
Kelly Evans	Yam
Scott Autrey	Yam
J. Christopher	Yam
Mike Hurt	Yam
John Buckner	Yam
Barry Provisor	Yam

50cc PROD.

Geoffrey Cesmat	Tar

100cc PROD.

James McWorthy	Suz

125cc PROD.

Tim Rockwood	Yam
Phil Thompson	Yam
Hugo Chicon	Suz

200cc PROD.

James Crawford	Bul
Jim Damron	Suz
Pat Evans	Yam

125cc GP SR.

Val T. Howard	Yam
Steve Froschauer	Yam

175cc GP SR.

Stan Smith	Bri
Robert E. Lend	Oss

200 GP SR.

Bob Barker	Bri
Dick Pierce	Gre
Curt Stine	Yam

500 SR. GP

Tony Murphy	Nor
Dick Kilgroe	Hon

OPEN SR. GP

John McGillivray	Nor
Roland Pagan	Tri
Mike Wozniak	Nor
Howard Rue	H-D

350 SR. GP

Don Emde	Yam
Pat Ynn	Yam
Tony Murphy	Bri
Jimmy Chen	Yam
Alan Leonard	Hon
Bob Barker	AJS
Thomas White	Hon

ENGLISH TRIALS
Goethe Park
Sacramento, Cal.
February 8, 1970

NOVICE

Norris Rancourt	Mon
Danny Timmons	Bul
Scott Sullivan	–
Jim Yoakum	Bul
Elliott LaFreniere	Cot
Gary Olson	Bul

AMATEUR

Ron Reinitz	Bul
Carl Robinson	Bul
Arlie Webb	Bul

EXPERTS

Vic Boocock	Bul
Paul Olliges	Bul
Jerry Irons	Oss

MOTOCROSS
Huntington Beach, Ca.
H.B. Cycle Park
Feb. 8, 1970

100cc SPORTSMAN

Danny La Porte	Hod
Frank Hentrup	Hod
Danny Slaton	Bul
Bill Nowak	Hod
Bill McClain	Hod
Jeff Cruzon	Bul
Robt. Hayes	Kaw

125cc SPORTSMAN

Mike Payse	A.E.
Jesse Slaton	Bul
Louie Dunn	Bul
Brent Sears	Yam
Robt. Lehr	Pen
John Million	Yam
Tim Uschyk	Sac
Mike Haag	A.E.
Mark Hibbert	Pen

125cc SENIOR

WM. Blakeslee	Puc

250cc SPORTSMAN

J.T. Parker	Mai
Jack Hawk	Kaw
#593	–
Rick Norris	Mon
Chuck Bast	Bul
Butch Kohler	Oss
Richard Paetz	Oss
Larry McCarty	Bul
Charles Jeffus	Yam
Robt. Schultz	Bul
Art Stevenson	Suz
Larry Pashen	Bul

250cc SENIOR

Mike Bast	Oss
Don Shore	Oss
Danny Hockie	Oss
Ralph Karschner	Hus

500cc SPORTSMAN

Lee Haase	Mai
Wm. Dick	C-Z
Mearle Collier	Mai

500cc SENIOR

John Maynard	Ric
Jack Mahan	Hus
Don Shore	C-Z

MOTOCROSS
Apple Valley, Cal.
Feb. 8, 1970
By Ron Szilagyi

0-125cc

Matheny-Williams	Yam
Ferris-Robinson	Yam
Yarbrough-Yarbrough	Bul
Eyre-Klassen	Yam
Wilsford-Wilsford	Hod

126-250cc

Miller-Bonefin	Hus
Matheny-Williams	Yam
Horton-Keefe	Hus
Smith-Richardson	Hus

251-OPEN

McCarty-Penny	Hus
Cothran-Gattis	Hus
Steffan-Dodd	Mai
Chamberlin-Bilton	Mai

HARE AND HOUND
Lucerne Valley, Cal.
Feb. 8, 1970
By Dick Wright

J. N. Roberts	500 Ex	Hus
Phil Bowers	250 Ex	Yam
Howard Utsey	500 Ex	C-Z
Tom Muto	500 Ex	Hus
Steve Kirk	500 Ex	Mon
Bruce Dunford	500 Ex	Hus
Mike Patrick	250 Ex	Yam
Whitey Martino	500 Ex	Hus
Rich Thorwaldson	500 Ex	Bul
Sam Dempsey	Op Ex	Tri
Jim Westergaard	250 Ex	Bul
Wes Anderson Jr.	250 Am	Yam
Dave Lewis	500 Ex	Gre
Tim Smith	500 Ex	Mon
Frank Russo	500 Am	Hus
Duffy Hambleton	500 Ex	Hus
Morris Norman	500 Am	C-Z
Jack Smith	250 Ex	Hus
John Gietz	500 Ex	Hus
Ron Sloan	Op Ex	Tri
1st 125cc		
Eric Jensen	125 Am	Sac
100cc		
Terry Clark	Ex	Kaw
Jeff Wright	Ex	Ric
Mitch Mayes	Ex	Yam
Tom Brooks	Ex	Hod
Rich Mark	Am	Hod
Jim Sumners	Ex	Hod
Eddie Crowell	Ex	Hod
Ed Scheidler	Ex	Yam
Ian Drake	Ex	Hod
Randy Mulligan	Am	Hod

PROFESSIONAL
SHORT TRACK
San Francisco, Cal.
Feb. 7, 1970
By Bill Spencer

TROPHY DASH

Bob Scally	Bul
Bruce Teixeira	Bul
Harry Raggio	Yam
George Carter	Yam

CONSOLATION

Jim Foley	Bul
Mike Morishige	Bul
Al Ludwigsen	Kaw

MAIN EVENT

Sam Mangalin	Bul
Stan Anderson	Bul
Bruce Teixeira	Bul
Ray Beck	H-D
Bob Scally	Bul
George Carter	Yam
Randy Bailey	Mon
Ian McLaughlin	Duc

MOTOCROSS
Helvetia Park
Sacramento, Cal.
Feb. 8, 1970

125 JR.

Dave Buckmaster	Bul
Nelson	Bul
Rick Lewis	Bul
Mark La Rue	Pen
Bob Malley	Pen

250 JR. DIV. I

Bob Noble	–
Ron Frame	Oss
Eddie Brown	Bul
Chris Carter	Mai

250 JR. DIV. II

Amos Galpin	C-Z
Ray Atkinson	Hus
Jory Nayman	C-Z
Ed Chilbert	Hus
Skip Spaich	C-Z

250 SR.

Phil Jacobsen	C-Z
Bill Saltzman	Gre
D. Courtright	Hus
Bisquits	C-Z
Roger Kline	Hus

500 JR.

Mike Sperling	Mai
Curtis Eaves	Hus
Willie Groom	Hus
Douglas Bouine	Hus
Bill Onga	Hus

500 SR.

Bill Grassi	Hus
Bill Saltzman	Hus
Ron Stockman	Bul
Bill Schneider	Hus

CMC MOTOCROSS
Saddleback Park, Cal.
Feb. 8, 1970
By John Shedd

100cc JR.

D. Rodgers	Bul
B. McDougall	Hod
D. Bassani	Hod
J. Volkman	Bul
D. Sanchez	Hod

125cc EX.

J. Fishback	Yam
B. Vacca	Bul
T. Hart	Sac
R. Benites	Pen
M. Tripes	Pen

125cc JR. DIV. I

D. Rodgers	Bul
S. Porter	A-E
D. Wambold	Yam
M. Rick	Bul
G. Anderson	Sac

125cc JR. DIV. II

R. Morrison	Bul
D. Boydtun	Yam
D. Emler	A-E
R. Foshay	Sac
E. Vrana	Yam

250cc EX.

J. West	AJS
T. Hart	Mon
T. Rapp	Bul
B. Higgins	C-Z
B. Vacca	Bul

250cc JR. DIV. I

D. Divine	Hus
M. Nohr	Mai
J. Rubic	C-Z
P. Kolbet	C-Z
C. Gibson	C-Z

250cc JR. DIV. II

B. Clements	Hus
T. Volin	Hus
R. Huffine	Gre

250cc JR. DIV. III

L. Pfutzenreuter	Bul
J. Maroney	C-Z
F. Cox	C-Z
D. Benson	C-Z
T. Jennings	Bul

500cc EX.

T. Hart	Mon
R. Darnell	Hus
M. Blackwell	C-Z
P. DeBenedetti	A-E
M. Runyard	Mon

500cc JR.

B. Clements	Hus
R. Bunn	C-Z
D. Freitas	Mai
E. Abbott	Mai
A. Anders	Bul

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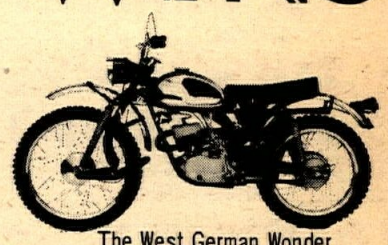

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Briggs Offered 150,000 Dollars To Race In States

By Dave Lanning

Four times world champion Barry Briggs is the latest big-time speedway name to announce he may switch to American motorcycle sport. Briggs, 34, kingpin of the Swindon "Robins" side in the British speedway league has been offered a contract worth 150,000 dollars to race and endorse motorcycle products in the States this summer. If he accepts, he will have to miss out on his European commitments.

"Financially, it's a fantastic offer and I would be very foolish not to think about it very seriously," said Briggs. "The deal would involve several forms of racing, and I would be heavily sponsored by the Japanese Yamaha concern for small tracks and indoor events (on 250cc machines), with 350cc bikes for half-mile tracks. For European-style speedway meetings I'd stick to Jawa machines. In addition to the actual racing, the contract would also mean sales promotion of all sorts of day-to-day motorcycle equipment, like helmets and gloves."

Briggs will have talks with the American businessmen after his appearance in the U.S. short track qualifier at Houston Astrodome on February 6 – when he will be paid 3000 dollars before he even sets foot on the track. He is eager to do well in this event and, prior to the meeting, intends to live a hermit-like existence in the desert outside Los Angeles, practicing daily on an unfamiliar 250cc Yamaha. If he does well in Houston, he will return to ride a 350cc machine in the U.S. Championships at Daytona on March 13 and 14.

Despite the financial lure, Briggs is unhappy at the prospect of missing the British Speedway season, as well as his customary weekend long track and sand track dates in West Germany, Czechoslovakia, Denmark, Holland, Sweden and Poland. He has already received invitations to race in international meetings at Osnabruck, Hamburg, Lipstrat, Neiderrodenbach, Olching, Kempten, Pardubice, Wroclaw and Prague. These meetings are worth approximately 1000 dollars each; last year Briggs, British agent for the huge Jawa mechanical concern, was paid 600 dollars just to make a personal appearance at Osnabruck with his wrist in plaster!

"There are so many things to consider, but I can't really make up my mind about anything until I've spoken with the Americans to see exactly what they have in mind," said Briggs, before leaving London. "I don't really fancy giving up British League racing altogether – it would mean missing the World Championship. I'm trying to find the best of both worlds – commuting between Britain and America during the season. If the Americans agree it might be possible, but I don't honestly know just how long I could stand up to the strain of that sort of traveling.

While he is in the States, Briggs will act as a "roving ambassador" for British speedway, and will negotiate for a team of young American riders to tour British Division II tracks for three weeks, possibly in August. The side would carry the name "Los Angeles" and race against Second Division sides.

Briggs will also try to arrange for the 1970 American speedway champion to compete in the British qualifying rounds of the World Championship.

Following his appearance at Houston, Briggs globe-trots on to Australia for meetings at Liverpool, N.S.W. on February 13, 20 and 27. He will compete in all-star programs that will feature world champion Ivan Mauger and ex-champs Ove Fundin (Sweden) and Ronnie Moore. These are the Southampton-based stars first meetings Down Under for over ten years, and he has already been offered return bookings in Australia for 1971.

Briggs, married with two young sons, runs a thriving motorcycle business in Britain and has been a regular world finalist since 1955. He has won every honor in speedway and his loss to British speedway would be irreplaceable.

But although many British promoters are becoming concerned about the prospective disappearance of their big names to America, chairman of the British Speedway Promoters Association, hugely-respected Coventry boss Charles Ochiltree told me: "It would be unfortunate if we lost riders like Barry but British speedway is big enough to look after itself now.

"I feel that the benefits of a revival of U.S. speedway would far outweight the loss of a few star performers."

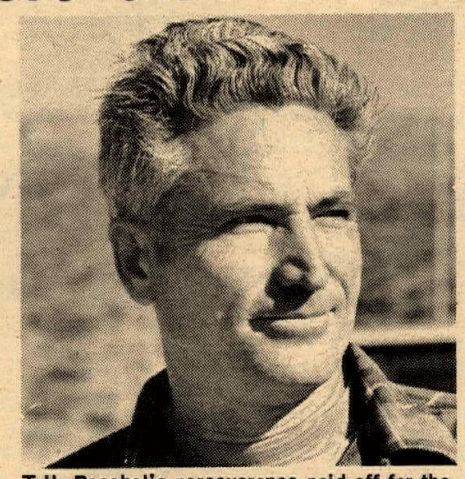
Gripster's Elsinore G.P. A Product Of Years Of Perseverance

By Ronald R. Szilagyi

The Gripsters M.C. is presenting its third annual Elsinore Grand Prix March 7th and 8th. The race will be run 10 miles through sand washes, mountain roads and the city streets of Elsinore. The organization of this most popular event is attributed to one man, T.H. Paschal.

T.H. Paschal tried for years to have a Grand Prix through the streets of Elsinore, California. Mr. Paschal first approached the Highway Commission in 1966, but was turned down. The Commission said they could not allow competition bikes on the highway.

Mr. Paschal determined to have the race, turned to the property owners effected by the course of the proposed race. He compiled a list of 92 property owners and started calling them. He soon realized that the property owners, most of them living outside Elsinore, were not receptive to his proposal. His determination was not impaired. Mr. Paschal decided to talk to each property owner in person. In 1966 he put 50,000 miles on his truck seeking out the 92 concerned owners.



T.H. Paschal's perseverance paid off for the Gripster s.

T.H. Paschal was finally successful, he received the permission of the majority of property owners. He now had to convince the City Council of Elsinore and the Highway Department that the race was important and worthwhile. He received valuable help from the Elsinore Business Association and the Lake Elsinore Valley Chamber of Commerce in obtaining the needed permits.

In 1968, the end of two years of hard work, the first Elsinore Grand Prix was held. The first Grand Prix was a tremendous success. Mr. Paschal and the Gripsters MC are prepared once again for this outstanding race of the 1970 season.

This year there will be a pavement start with rows of 15 riders, five feet apart, released at 10 sec. intervals. No one will want to miss this most interesting and long sought Grand Prix.

YANKEE FLYERS

Yankee Motors Corporation announced today that their "Dick Mann Replica" 250cc Shorttracker, which boasts of 38 hp. and a dry weight of only 189 lbs., has been tentatively priced at $1000 (subject to cost accounting). The original prototype of this machine won the Santa Fe National in the hands of Dick "Bugs" Mann, who designed the frame.

BULTACO SWEEPS ASCOT OPENER, AGAIN!

Grabbing 1st thru 5th & 8 of the top 10

PAUL JOHNSON
Bultaco Pursang

GARY SCOTT
Bultaco Pursang

KEN ROBERTS
Bultaco Pursang

Following a pattern established last year, Bultaco riders again dominated the Calif. Professional season opener at the Ascot T.T., Feb. 1st. Paul Johnson herded his brand new Pursang MK.IV to a Novice Main Event win and Gary Scott, Ken Roberts, Ron Moore, Ron Byrd, Mike Middleton, Randy Bailey and Bob Greenstreet made sure that 8 of the top 10 spots went to Pursangs. Such phenomenal performance indicates that 1970 is indeed, "The Year of the Bul."

New Pursang MK. IV's

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Moto-X Bars
Longer, Narrower Tank & Seat
Femsatronic (solid state) Dual Ign.

BULTACO CEMOTO

Specifications
T.T. SCRAMBLER:
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Pirelli Trials Tires
Scrambler Bars
Longer, Narrower Tank & Seat
Femsatronic (solid state) Dual Ign.

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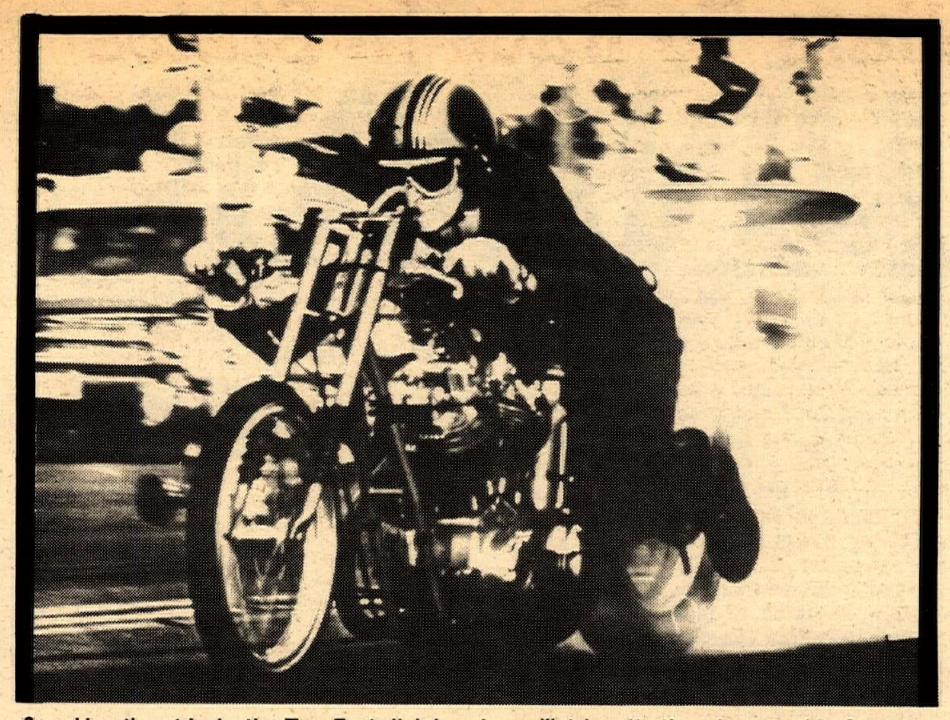

Scorching the strip in the Top Fuel division, Larry Welch pulls the trigger on his Sportster.

Gauntlet Dropped For Sunshine Nationals

"Attention: Riser and Barker wherever you are...", headlines the West to East challenger. "Attention Boris Murray, Joe Smith, Sonny Raslawski, wherever you are...", answers the East, as the drag racing scene turns electric over the forthcoming Sunshine National motorcycle drag races scheduled March 7 and 8 at Gainesville, Florida.

East vs. West feeling has run high among top fuel and top gas motorcycle drag racers ever since Leo Payne went west several years ago and laid low the California Triumph doubles with his big Sportster.

Now, Leo Payne, the Riser and Barker team – object of the West's challenge, Sonny Routt – unofficial national record holder, and other eastern drag notables are all pre-entered in the Sunshine Nationals. With that line-up of "Easterners", the bait of a $4000 cash purse, and the "new rule" Daytona Speed Week following, it is likely that some of the big California bikes will show at Gainesville.

Adding to the atmosphere of anticipation surrounding the Sunshine Nationals is the expected introduction at Gainesville of the long awaited M&H motorcycle drag slick. Drag racers have contended for several years that they could post better speeds with a higher traction tire. M&H, a brand famous for automotive drag racing slicks, appears ready now to make such a tire available.

Even with questionable traction, current top fuel motorcycle performance has been creditable. Sonny Routt's double engine Triumph with Larry Welch aboard has turned a 9.10 E.T. and 165.70 mph. On the West Coast, Boris Murray's Triumph double has run 9.34 at 165.74 mph.

In the Sportster clan, Jim DeSalvo has posted 9.23 – 155.70 mph; Guy Leaming and Bob Barker, 9.26; Nick Palmerone, 9.30; Leo Payne, 9.30, Larry Welch, 9.28, Walter Yee, 9.40, and Gary Ackerman, 9.42.

With the new M&H tire and the superior traction at Gainesville, there is every reason to expect that the nine second mark will be shattered, and motorcycles will be running in the "eights" before the meet is over.

Considerable significance will be attached to records turned during the Sunshine Nationals, as this will be one of the few times during the year that motorcycle records will be certified and recognized by the National Hot Rod Association, largest drag racing sanctioning body in the world.

Street (modified) and dragster classes will run under new 1970 N.H.R.A. rules. Stock motorcycles will run under local Gainesville Dragway rules. Free copies of both sets of rules can be obtained by writing to Gainesville Dragway, P.O. Box 1646, Gainesville, Florida 32601.

At $4000, including contingency money, the cash purse for the Sunshine Nationals is one of the largest ever. Of $2550 in the guaranteed-to-win purse, $2050 was contributed by the Gainesville Dragway and $500 by Cycle Magazine. The M&H Tire Company has posted $1250 in contingency money, and the Kendall Oil Company $200.

The top fuel winner, if he is running an M&H tire and Kendall oil, will carry off $900; top gas will gross $450. If both should, additionally, set low E.T. and top miles per hour for fuel and gas they will garner $280 and $100 more respectively. Twelve limited dragster classes will pay $50 each for win or record on an M&H tire. The street division pays $150. Round and runner-up money in top fuel and top gas divisions totals $1000 top fuel and $520 top gas.

Facilities at the Gainesville Dragway are reputed to be among the best in the East. The strip is 5000 feet long, has five paved turnoffs and a fully paved return road. Paved pit area totals 486,000 square feet, and power starter rollers will be available. Timing is Chrondek with pretige and dual lane handicapping.

AMERICAN CYCLE ASSOCIATION WILL HOLD AWARDS BANQUET

Saturday evening, February 21st, the American Cycle Association will hold its sixth annual awards banquet, honoring the top competitors during the year 1969. Also to be presented at that time will be the perpetual trophies in Motocross and the Six-hour and Twleve hour production road race events. Many other special awards will also be presented at this banquet. An invitation is extended to all members and enthusiasts to attend this awards banquet. There will be a cocktail hour from 7:00 p.m. to 8:00 p.m. Dinner will be at 8:00 p.m., with the awards presentation beginning at approximately 9:00. Anyone unable to attend the dinner is welcome to attend the awards portion of the evening. The banquet is being held at the Holiday Inn, 1500 S. Raymond, Fullerton, Calif. (East St. off-ramp, Riverside Fwy.) The price of the dinner will be $5.75 per person including tax and tip; the entre will be braised tenderloin tips burgundy with rice and all the trimmings.

If you wish further information, or would like to place a reservation, please contact Beverly Cooley (714) 528-4290. Reservations, including money, must be in to the ACA, P.O. Box 247, Fullerton, Calif. 92632 by Feb. 18th.

Payne At Sanction Meeting

By Diane Seifert

The District 22 sanction meeting was held at the Holiday Inn in Portland, Oregon with Gary Payne, Deputy Director of the American Motorcycle Association, presiding. There were about 24 clubs with representatives in attendance. Following a brief awards presentation by the Northwest Motorcycle Association, the meeting got down to the purpose for which it was scheduled.

Mr. Payne gave a short breakdown of the A.M.A. structure, covering the types of members, the staff, and the Competition Congress. One interesting point brought out was that, based on the number of sanctions issued in 1969 for both sportsman and professional events, there was an A.M.A. sanctioned event being held every hour and 40 minutes throughout the year!

Mr. Payne stated that the rule books would be late this year – they are generally sent out in January, but it was not known exactly when they would be available, and for that reason he was going over some of the changes.

First of all he brought up the rule change concerning sportsman racing – which states that no rider under 16 may compete in events where speed is the determining factor including scrambles and hill climbs. He further stated that the rule change was arrived at after much discussion, and many factors contributed to the decision – such as the safety factor for the riders; the liability aspect – to clubs and sponsors; and the financial responsibility of the clubs. Jay Upton added the point that many clubs in many areas of the United States had adopted this ruling on their own because they were so concerned over the possible complications resulting from serious injury or death to a younger competitor. Another factor possibly of interest to the Competition Congress was the youngsters are permitted to drive at age 16.

Major changes in the Professional rules were:

The raising of the cc limit for Road Races to 750cc in the Heavyweight Division – Experts only, and to 360cc in the Lightweight Division. Also there will be no mandatory gas stop at Road Races. Any Novice or Amateur winning a Road Race National Event will automatically advance in class the next year.

The requirements for class advancement have been doubled – 40 points to advance from Novice to Amateur, and 80 points to advance from Amateur to Expert.

Racers from foreign countries, including Canada and Mexico, can hold Expert licenses only, and in order to get an A.M.A. license as an Expert, they must be similarly rated by their own racing association.

"Then the sky fell in." A representative from Bellingham, Washington (Harley-Davidson Dealer) jumped up, brandishing a fist full of letters from irate Canadian motorcycle clubs and individuals who resented being "sold down the river" by the A.M.A., and who were determined to have their hearing right then and there and get the matter resolved for once and for all.

After a few questions from Mr. Payne, it was finally brought out what the nature of their complaint was. Quite a few years ago, in the 1930's, three motorcycle clubs were formed in the Vancouver, B.C. area, and received charters from A.M.A. Their members were all A.M.A. members, and they promoted sanctioned events, and the sport of motorcycling in their area. Then, in the last two years, they have been unable to renew their charters, and therefore cannot hold sanctioned events. Furthermore, a well known Candian racer who had held National #22 for years had his number taken away. And all of this went on, according to the speaker, without any reason or explanation from A.M.A.

Mr. Payne tried to get him to sit down so that the business of the meeting could go on, that of issuing sanctions, but he said that Mr. Payne was the nearest thing to an A.M.A. representative available – and he was really sorry that Bill Berry was not there because they had come to the meeting "loaded for Berry!" Much shouting from both parties continued for several minutes, and finally Mr. Payne told him that that was enough, and if he did not sit down and shut up the meeting would be adjourned immediately and no club present would have a sanctioned meeting on the calendar and would not be eligible for National points! Then Mr. Payne proceeded to give an explanation for the "selling down the river". According to the by-laws of the A.M.A., they are not allowed to sanction events, or charter clubs beyond the boundaries of the United States. It has always been this way, but in the past, when these particular clubs joined, this matter was overlooked – perhaps by someone eager to get as many A.M.A. members as possible, even though it meant brushing aside the rules. However they became members was immaterial, because the rule was there and it was going to be enforced. This rule had become even more important since the recent agreement with F.I.M. And he stated that the Canadians had their own group – the Canadian Motorcycle Association – to which these clubs, individuals, and riders could belong.

But the complaintents were not satisfied, and made it perfectly clear that all they would be satisfied with, and the only explanation they would accept was the renewal of the Canadian Club Charters.

Then, as Mr. Payne was ready to begin the role call of the calendar dates for the purpose of sanctioning the Northwest Motorcycle Association presented him with a Calendar of Events which they wanted unanimously approved. (The N.M.A. had held a pre-sanction meeting and drawn up their dates. However, their association is composed only of clubs in the Seattle, Tacoma area, and District 22 is composed of Oregon and Washington. Oregon clubs who had not been invited to attend the pre-sanction meeting were not about to have any other Calendar approved until they had an opportunity to bid on the available dates. And Mr. Payne agreed with them – in fact, he was very disturbed over the fact that some other group was trying to set up the Calendar for the A.M.A., and said it would be done his way, day by day, or he would adjourn the meeting.)

There was much discussion back and forth, till the N.M.A. clubs present (composed primarily of Road Clubs) realized he meant business – and let him get down to business.

At the end of the very long, drawn out meeting, the Canadian complaintants were again waiting for him – and insisted that he do something about them! Mr. Payne stated that he could do nothing but he thought they should write to Bill Bagnall, A.M.A. President, and express their opinions!

One final rule change was then brought up – in order to maintain a National Number, a rider must finish in the top 100 riders in National Standings!

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FRIDAY, FEBRUARY 13th

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. For info. call (213) 923-7115.

SUNDAY, FEBRUARY 15th

HILLCLIMB at Saddleback Park, Calif. Classes for all sizes. $100 cash prize for first gal rider over the top. Gates open 7:30 a.m. Entrants must register by 9 a.m. Entry fee $3.

POKER RUN by the Tacoma MC at Graham Speedway, Tacoma, Wash. Nine miles South of Puyallup on Highway 161. AMA sanction. Sign-up 7 a.m., start 10 a.m. Send $3 entry fee to Tacoma MC, Box 293, Puyallup. Info: (206) LE 7-5793.

EUROPEAN SCRAMBLES by the Victors and Sinners MC. AMA dist. 37 points. Lime starts 8 miles west of Rosamond, Calif. on Rosamond Blvd. 8 a.m. start. Info: (213) 846-9301.

MOTOCROSS at Deadman's Point, Cal. Hwy 18 off Barstow Frwy. Three motos, watered course, bar next door. Gates open at 8:30 a.m. $2 admission, $1 entry. Prize money for 250 and 500 Seniors.

MOTOCROSS by Lightweights MC at Perris Recreation Center. AMA sanctioned, Dist. 37 pts. Gates open 7:30 a.m. Post Entry closes 9:15 a.m. Mail entry $3.50, post entry $5. All Classes. Mail entries close Feb. 7. Send entries to: Lightweights MC, 2707 Greenmeadow Rd., Lakewood, Cal. Info: (213) 425-5730.

SCRAMBLES by the Hilltopper's MC at Bay Mare Ranch, Cal. 24th annual St. Valentine's Day Massacre. AMA Dist. 37 points, tires optional. Lightweights 8:30 a.m., practice at 9 a.m. Big bikes at Noon. All classes, hacks welcome, trophy dashes. Info: (213) 428-5171.

PROFESSIONAL TT, AMA Pacific Coast Championship TT races, at Old California State Fairgrounds – Broadway & Stockton Blvd., Sacramento, Calif. 50 laps. $3,500 purse. New 1-1/2 mile steeplechase course. First race at 2:30 p.m., gates open at 10 a.m. Open to professional AMA Expert, Amateur, and Novices. 18 events. Info: Agajanian Enterprises, P.O. Box 98, Gardena, Calif. or call (213) FA 1-5323 or DA 3-5055.

MOTOCROSS by the CMC North at Helvetia Park– near Sacramento, west on Harbor Blvd. – limed. CMC sanct. $5 mail entry to: 944 Lucia Dr., Pleasant Hill, Calif. 94520. Mail or post entry – CMC membership required. First race at 10 a.m., sign-up at 7:30-9:30, practice at 8-9:30 a.m.

HARE SCRAMBLES by the Marin County M.C. Assn. at China Camp, North of San Rafael, Calif. Go 4 mi. east of Civic Center turn off. 5 mi. course, 10 laps, all classes, Noon start. Info: (415) 456-7431.

TRIALS by the Cherry Valley Trials Club at Calimesa, Calif. Take San Bernardino Fwy. east to County Line Rd. off ramp, follow lime to start at end of Ave. L. Sign-up 9:00 a.m., start 10:00 a.m., $3 entry. Info: (714) 845-3230.

MOTOCROSS by the CMC at Carlsbad Raceway, Calif. Third meet of Hallman Trophy Series. Seniors run for cash, Junior Series winner takes 125 Penton and one year's sponsorship. Leathers etc. paid down to tenth place. First race 10 a.m. $10 post entry, $5 entry to: P.O. Box 1402, Costa Mesa, Calif. Info: (714) 646-3143.

MOTOCROSS at Huntington Beach Cycle Park. 1/2 mi. W. of Beach Ave. on Talbert, Huntington Beach, Cal. Gates open at 8 a.m., Sign-up til 10 a.m. Jr. and Sr. classes, three number plates. $3 entry, Park admission $1.50. Info: (714) 897-4458 or 638-9530.

HARE SCRAMBLES by the El Cajon M.C. at Imperial Valley, Calif. Limed from Interstate 8 and Dunaway overpass. AMA District 38 entry $3.00 to: 1284 N. Navelle, El Cajon, Calif. Start 10:00 a.m. Info: (714) 477-7969.

M/C PARTS GARAGE SALE, bring parts to swap. 12130 Sherman Way, No. Hollywood, Calif. Info (213) 938-1617.

FRIDAY, FEBRUARY 20th

PROFESSIONAL SHORT TRACK at San Francisco, Calif. Cow Palace. Indoor 1/10 Mi. asphalt track. AMA sanct.

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. For info. call (213) 923-7115.

SATURDAY, FEBRUARY 21st

MOTOCROSS AND TRAIL RIDING SCHOOL in Palmdale, Calif. Road will be limed from Ave. S under the A-V Fwy. in Palmdale. Mail $8 entry to: Nelson School, 37417 Sumac Ave., Palmdale, Calif. 93558. Info: (805) 947-6123.

ACA AWARDS BANQUET, sixth annual, at Holiday Inn, 1500 S. Raymond, Fullerton. Take East St. off-ramp, Riverside Fwy. Info: (714) 528-4290.

SUNDAY, FEBRUARY 22nd

T.T. SCRAMBLES by the Barstow M.C. at Adelanto Raceway, Adelanto, Calif. AMA sanct. Dist. 37 points. First race 9 a.m. Spectators $1.25. Entry $2.00. Info: (714) 256-2489.

SCRAMBLES at Woodland, Wash. Sign-up 8 a.m. first race at Noon. Non-sanct.

ROAD RUN, Tenth annual, by the Golden Bears M.C. Manteca, Calif. Start at Hwy. 120 clubhouse, just east of 99 freeway. Sign up 9 a.m. to 11 a.m. Mail $1.50 entry free to P.O. Box 886, Manteca, Calif. Info: (209) 239-2516.

SPORTSMAN SCRAMBLES by the Salinas Ramblers M.C. at Salinas Ramblers Club Grounds, located on Hwy 101 – 12 miles north of Salinas at "Crazy Horse Canyon Road". Practice and Sign up 9 to 11 a.m., race begins at 12 noon. Info: 422-9809 or 424-9611.

HARE SCRAMBLES Little Bear by OCMC. Limed from Lucern Valley north on Barstow Rd. approx. 6-1/2 miles out of town. Start at 10 a.m. Two 38 mile loops, all classes go the distance. Entry $3.25 all classes.

EUROPEAN SCRAMBLES by the Highsiders. Race located near Indio, limed from Jefferson over pass and Inter-state Hwy. Post entry $3.50, $2.50 mail entry to: 81855 Highway 111. First race 10 a.m. Info: (714) 347-8118.

MOTOCROSS by the CMC at Fontana Raceway, Cal. Fourth meet of Hallman Trophy series. Seniors run for cash, Junior series winner takes 125 Penton and one year's sponsorship. Leathers etc. paid down to tenth place. First race 10 a.m. $10 post entry, $5 mail entry to: P.O. Box 1402, Costa Mesa, Cal. Info: (714) 646-3143.

ENGLISH TRIALS by the Central California Trials Assoc. at Dunlap Cycle Park - 35 miles east of Fresno, on Hwy 180 turn right at Clingan's Junction, four miles to park. $3 entry. Assoc. meeting at 9 a.m., riders' meeting at 9:30 a.m., start at 10 a.m.

ROAD RUN by the Motor Maids Inc. No official start. Pick up ticket and souvenir pin at check No. 1, Davis Dam. Check open at 9 a.m. Mail $3 entries to: Wingfield, 9614 Van Ruitan, Bellflower, Cal.

ENGLISH TRIALS at Dunlap, Cal. Take Hwy. 180 east from Fresno, app. 40 miles to Clingan's Jct. Turn right and go 4 miles to Dunlap. Riders meeting 9:30, start 10 a.m., $3 entry.

HARE SCRAMBLES by Vegas Valley M.C. Limed from Showboat in Las Vegas. 11 a.m. start, 2 loops 70 miles. Info: (702) 382-6600.

MOTOCROSS by the Sledriders M.C. at Huntington Beach Cycle Park. One-half mile west of Beach Blvd. on Talbert. AMA sanct. First race 9:30 a.m. Post entry $5.25, mail entry $3.25 to: 1762 Camrose St., Anaheim, Cal. Info: (714) 772-7937.

TT SCRAMBLES at Adelanto, Cal. AMA Sanct., Dist. 37 points. Lightwt. sign-up 7-8:30 a.m. Pract. 8 a.m. first race 9 a.m. Heavy sign-up 10-12:30. First race 1 p.m. Class C rubber, hacks welcome. Spectators $1.25, riders $2.00. Info: (714) 256-2489 or (213) 927-3860.

MOTOCROSS at Helvetia Park, 6 mi. west of Sacramento, Calif. on Hwy. 16. First race of CZ series, with free CZ motocross bike to points leader at end of 6 race series. First race 10:00 a.m. CMC sanct. Info: (415) 682-3543.

ENGLISH TRIALS by the So. Calif. Trials Assn. at Saddleback Park, Calif. Sign-up closes at 9:30 a.m.

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13
CARS

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Box Seats - - - - - - - - - - - $5.00
Reserved Grandstand - - - $4.00

General Admission - - - $3.50
Children (8 to 12) - - - - - - $1.00
(Available Day of Race Only)

ORDER YOUR RESERVED SEATS TODAY

TICKETS — CIVIC THEATER BOX OFFICE
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Enclosed is my Check / Money Order for $_____ for _____ (No. of Seats) @ _____ each.
Name _____ (please print)
Address _____ City _____ Zone _____
State _____ Please enclose stamped, self-addressed envelope for ticket return.

RIDE WITH THE BEST

RIDE CMC EVENTS

MOTOCROSS

FEB. 15th – CARLSBAD
(Hallman Series)

FEB. 22nd – FONTANA
(Hallman Series)

March 1st–PERRIS

MAR. 15th – CARLSBAD

3# Plates Req.

CMC MEMBERSHIP REQ. $5.00
Mail Entry, $10.00 Post Entry.
Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

FRIDAY, FEBRUARY 27th

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Calif. Gates open 6 p.m. first race 7:30 p.m. Info: (213) 923-7115.

SATURDAY, FEBRUARY 28th

PROFESSIONAL SHORT TRACK at San Francisco, Calif. Cow Palace. Indoor 1/10 mi. asphalt track. AMA sanct. Big special match will pit all main winners of indoor races this season from San Jose and Cow Palace.

SUNDAY, MARCH 1st

I.S.D.T. ENDURO by the Prospectors MC. $15.00 mail entry to: Prospectors MC., 1409 Cypress Point Dr., Placentia, Calif. 92670.

MOTOCROSS by CMC North at New Apple Tree Motocross track, 7 mi. north of Freedom, Calif. on Green Valley Rd. Second race of CZ series. Info: (415) 682-3543.

SMRA TRIPLE HEADER, in Austin, Texas at Austin Dragway Park, north of Austin. European style Motocross races, drag races, and road races, Stock production and GP classes. AMA points. Info: (915) 949-1030.

T.T. GRAND PRIX at Ascot Park, 183rd St. at So. Vermont Ave., Gardena, Cal. AMA 10th annual 100 lap. First race 2:30 p.m., fastest 33 riders start 100 lap feature. Gates open 11 a.m. Info: Agajanian Enterprises, P.O. Box 98, Gardena, Calif. 90247. Ph. (213) FA 1-5323 or DA 3-5055.

DRAG RACES at Irwindale Raceway, Irwindale, Calif. Contact Joe Smith, 225 Sunkist, West Covina, Calif. for entry.

MOTOCROSS, ACA National Points Motocross at Anzac Raceway, Ave. T Palmdale, Calif. Sportsman classes 100cc thru open, Senior classes 125, 250 and 500cc. Practice 9:30 a.m. first event 11:30 a.m. Info: (714) 528-4290.

MOTOCROSS by the Huntington Racing Association at Huntington Beach Cycle Park, Calif. 1/4 mi. W. of Beach on Talbert. $60.00 post entry, $3.00 mail entry to: P.O. Box FA, Westminster, Calif. Info: (714) 897-4458.

SAT. & SUN., MARCH 7th and 8th

ELSINORE GRAND PRIX by the Gripsters M.C. at Elsinore, Calif. Start at 11 a.m. Small bikes (0-250cc) run Sat. Big bikes and side hacks (over 250cc) run Sun. AMA sanct., dist. 37 points. Post entry $50.00. Info: P.O. Box 425, Buena Park, Calif. 90620.

SUNDAY, MARCH 8th

MOTOCROSS by CMC North at Helvetia Park, 6 mi. west of Sacramento, Calif. on Hwy. 16. First race 10 a.m. Mail entry $5 to: CMC North, 944 Lucia Dr., Concord, Calif.

MOTOCROSS by the Feather River M.C. in Marysville, Calif. Located under E St. Bridge at Marysville. Sign-up 10 a.m., first race 10:30 a.m. AMA sanct. Info: (916) 742-7785.

EUROPEAN SCRAMBLES by the Cycliers Bakersfield at Bakersfield, Calif. Limed from Bakersfield Speedway on North Chester Ave. AMA sanct. $3.25 Mail entry to: 4509 Joanne, Bakersfield, Calif. Sign-up 7:30-10 a.m., first race at 10 a.m. Info: (805) 832-0506.

T.T. SCRAMBLES by Huntington Racing Association at Huntington Beach Cycle Park, Calif. 1/4 mi. W. of Beach on Talbert. Entry $2.50 for non-members and $2.25 for members to: P.O. Box FA, Westminster, Calif. Info: (714) 897-4458.

AMA NATIONALS 100 mile Stone Mountain Enduro Championship.

MON.-SUN., MARCH 15th

AMA NATIONALS Daytona Speed Week.

SUNDAY, MARCH 15th

MOTOCROSS by Bay Mare Cycle Association, at Bay Mare Raceway. Dist. 37 points. AMA Motocross numbers only. Race starts at 9:30 a.m. Post entry $5, mail entry $3 to: B.C.A., 13902 Hamlin St., Van Nuys, Calif. 91401.

BENEFIT RIDE for the Los Angeles Police Memorial at Warren Wilson Motors, 9000 Sepulveda Blvd., Sepulveda, Calif. Post Entry $2.50. Check in 8-9:30 a.m. Souvenir pins, trophies and drill team performances. Info: (213) 894-9218.

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Classes begin at 9:00 a.m. on Sat.

FEB. 21st

Mail Entry Fee— $8, late entry $10

Write: Nelson School, 37417 Sumac Ave., Palmdale, Ca. 93550. Road will be limed from Ave. S under the A-V Fwy. in Palmdale. For Info: (805) 947-6123 or 7087.

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SADDLEBACK

ORANGE COUNTY'S MOTOR PLAYGROUND

FEBRUARY 15
Hill Climb; SCTA Riding School

FEBRUARY 22
ACA Motocross; SCTA Trials

MARCH 1
Saddleback Scrambles; SCTA Riding School

MARCH 8
Mini-Bike Scrambles

Open Weekends, 8 a.m.—5 p.m.
Closed Weekdays
Admission $2.50; Juniors & Minis $1.50

SADDLEBACK PARK

BOX 2455, ORANGE, CALIFORNIA 92667

Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

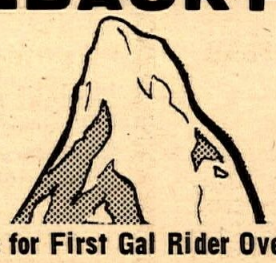
HILLCLIMB

on Southern California's most famous hill --"The Matterhorn"-- at

SADDLEBACK PARK

Classes for all sizes

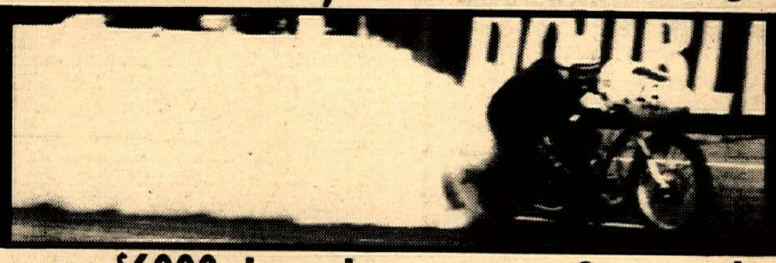
SUNDAY, FEB. 15



Entry Fee $3
Gates open 7:30 a.m.
Entrants must register by 9 a.m.

$100 Cash Prize for First Gal Rider Over the Top!

IRWINDALE RACEWAY PRESENTS 1st ANNUAL FUEL & GAS MOTORCYCLE NATIONALS SUNDAY, MARCH 1st



over $6000 in prize money & awards

"1st TIME EVER! N.H.R.A. NAT. M/C RECORDS MAY BE SET."

32 TOP FUEL BIKES

16	1st round losers	*	$25 each
8	2nd round losers	*	$50 each
4	3rd round losers	*	$75 each
2	4th round losers	*	$125 each
Runner - up			$500 $
Winner			$1000

16 TOP GAS BIKES

8	1st round losers	*	$20 each
4	2nd round losers	*	$40 each
Runner-up			$250
Winner			$500

STREET ELIMINATOR
(open to modified and stock bikes)

3rd and 4th place	$25 each
Runner-up	$50
Winner	$100

CLASS RACING 7 CLASSES - 176cc & up
Trophies plus chance to run in street eliminator

LOW E.T. $100 TOP SPEED $100

SPECIAL DOOR PRIZE
Courtesy of So. Cal. Harley-Davidson Dealers
$1000 certificate
(good for purchase of H-D 74 or H-D Sportster)

irwindale Raceway

Gates Open:	8.30 am	Gen Adm:	$3.00
Qualifying:	9.00 am	Jrs. 6 - 12:	$1.00
Eliminators:	1.30 pm	Under 6:	Free

Take San Bernadino Freeway to West Covina - go North on Vincent or Sunset 3 miles to the track.
(20 minutes from Downtown Los Angeles).

ADVANCE ENTRY FEE INCLUDES BIKE ENTRY
GENERAL ADMISSION AND PIT PERMIT FOR RIDER.

Fuel Bike Entry	$15.00	after Feb 15th $20
Top Gas Entry	$10.00	after Feb 15th $15
Others	$5.00	after Feb 15th $10

NAME.....
ADDRESS.....
CITY & STATE.....
TOP FUEL.....TOP GAS.....OTHER.....
SIZE & MAKE OF BIKE.....
BEST E.T.....BEST SPEED.....
OTHER INFO.....

PLEASE ENCLOSE CHECK OR MONEY ORDER PAYABLE TO:-
IRWINDALE RACEWAY,
P.O. Box 2165, IRWINDALE,
CALIF 91706.

WANT ADS, WANT ADS, WANT ADS

LATE '69 GREEVES 360, Filtron, skid plate, comp. release, many extras, $850. or trade for late Panel. After 5, Doug (714) 496-1785.

PROVEN DT1 FORK & SHOCK MODIFICATION
Improves Yamaha suspension 100%. Four hours easy work. Send $3 for complete instructions and special part. Lawton Eng., P.O. Box 273, Saugus, Ca. 91350.

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'66 CHEVROLET TRUCK
and 8-1/2' Camper and 3 rail trailer. Full power, air, big wheels, sleeps 5, king-size beds, double sinks, oven, porta-potti, used 10 times, loaded with everything. A-1 cond. Days (213) 896-9561, eves. (805) 259-5249. $3,250.00.

BUSY VAN NUYS Blvd. location. Ideal for cycle dist., sales, service. Approx. 5,000 sq. ft. bldg. equipped with office & stockroom, plus 5,000 sq. ft. parking to alley. Good deal to Resp. operator. (213) 627-0559.

MECHANIC WANTED
Want to relocate? Position available for top 2 & 4 stroke cycle mechanic with progressive young shop in Riverside area. Must be experienced and have desire to advance. (714) 689-1412.

JAWA – C-Z MECHANIC WANTED. Please send resume to: American Jawa Limited, 3745 Overland Avenue, Los Angeles, Calif. 90034.

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TIRED OF MICKEY MOUSE LAWS?
$1.00 per year helps support your lobbyist in Sacramento. For details, write MORE (Motorcycle Owners, Riders, and Enthusiasts), P.O. Box 26062, Sacramento, Ca. 95826.

WANTED: ZUNDAPP KS601
Opposed twin or parts, any condition. Holden Aust, 5400 South Dorchester, Chicago, Illinois.

WANT TO ACQUIRE A RARE OR Vintage motorcycle, parts or accessories?? Get a full and informative listing of dozen of unusual motorcycles from the center of vintage collections. Send $1.00 in cash, check or money order, to Allen Friedrich 66 Woodholm Rd., Sheffield, S-11 England, and receive a long list of available motorcycles, parts, accessories, catalogs. Airmail your dollar bill today for the latest vintage cycle listing from Europe.

1969½ TRIUMPH RICKMAN
Mark IV – Rickman forks & hubs, 21" wheel, completely recond., 500 unit, pumper carb or amal, low mileage, kept sanitary, complete T100C chassis, licensed. Dave, (714) 375-5353 after 5:30 p.m.

1969 360 CZ. LESS than 10 hrs. No races. (Honest.) Honda carb, comp. release, Filtron & parts kit. Super Pukka! Deliver 1/2 way. $995.00. Phone (805) 746-4058. Shafter, Ca.

TT SPECIAL
'69 Bultaco Sherpa S 125cc, Class C tires, Kendick pumper carb., high tuned pipe, filtron, like new cond., $575. Call Tom (213) 425-5730.

16" SUPER-WIDE AKRONT RIMS FOR HARLEY-DAVIDSON DRAG BIKES AND CHOPPERS. CONTACT YOUR DEALER OR NORTH AMERICAN IMPORTS, P.O. BOX 621, GARDEN GROVE, CALIF. 92642. PHONE (714) 534-6390.

MECHANIC WANTED
Must have experience and reference on Honda & Triumph. Possible $1,000/mo. Contact Bill, Foothill M/C Center, Upland, Calif. (714) 982-8951.

LET'S GO AMERICANS!
Let's have an American World Champion. Join the American Motocross Team and receive this beautiful multi-color team patch for a $5 (or more) contribution to American Motocross Team, Box 3276, Hollywood, California.

GREEVES 250cc Trail Bike. 700 actual miles. $500 Firm. Call (213) 282-4770.

Need
YAMAHA MECHANIC-PARTS MAN
Immediate opening for these positions. Apply in person or call Mr. Sparks at Robt. M. Law Motorcycles, 224 N. Anaheim, Anaheim, Calif. (714) 533-1309.

'63 FORD PICK-UP, long bed, V-8, 3 speed, $850.00. (714) 968-8305.

'66 EL CAMINO 327, 4 speed, posti-traction. Take 2-stroke desert racer, motocross or Mini-Trail in part trade. (714) 531-2712.

MAVRICK Mini-Trail. 1970 model, one month old, excellent cond., less than 60 miles, helmet included $250.00. Call (213) 670-2809.

NEW BETOR 100cc forks $75, new Betor rear shocks, 70 lb. springs $22, Suzuki X-6 low mileage, 1966 $350. Alan (209) 522-7800 Modesto, Calif.

TRADE FOR – Hodaka or 90 street bike, 12' FG Boat, 12 hp motor and trailer, all equipped. (714) 828-5755.

WANTED: 26mm or 28mm carb. Have 24mm and 35mm. Bill Stowers, (213) 635-9006.

HONDA-TRIUMPH MECHANIC WANTED
Some 2-stroke experience desireable. Northern Calif. largest Honda-Triumph dealer. Dependable, conscientious. Call Ron between 9 a.m. - 6 p.m. (415) 835-2964.

BIG '5'
HUSKY–CZ–MAICO
PENTON–YAMAHA
* WE CARRY ONLY THE FINEST COMPETITION BIKES AT O.C.C.
* NO CONFUSING CLAIMS. WE CARRY THE 3 BIG WINNERS AT O.C.C.
* IF YOU WANT TO RIDE COMPETITION COME TO THE MOTO-X CENTER FOR SO. CAL. O.C.C.
* CHECK THE RACER DISCOUNT PLAN AT O.C.C.
ORANGE COUNTY 1 Cycle
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NEW 69XLCH. Orange & Black, $1860. 1963 Gold Star, nearly new, never raced, original tires, SER. NO. DBD*34*GS6-993C, $595. 1948 NORTON 500 Sgl., Restorable $250. Jerry's 4 Cycle Shop, 308 "D" Street, Eastside, Oregon. Call (503) 267-4549 7-11 p.m. weekdays.

MOTORCYCLE MECHANIC WANTED
2 stroke, experience necessary. Kawasaki-Suzuki main line. Phone (213) 655-5101.

CHENEY VICTOR with '69 BSA 250. $850.00, less engine $750.00. (714) 639-0210.

'69 BULTACO LOBITO, perfect, '70 tabs, $350. (714) 837-6482.

FREE PUPPIES – Mother is coonhound, also part Beagle. Make good hunting dogs. Black and tan. 12 to choose from. Call (213) 923-2933.

FOR SALE: 1969-3/4 Sachs 125cc Cross Country. Many extras plus 100cc piston & cyl. $500.00. Call (714) 873-4195 between 6 & 7 p.m.

360 HUSKY trade for Victor. (213) 799-9171 Ext. 389. Ask for Don.

HO-SACHS
1969 Sachs frame – with 1970 Hodaka engine, Steens pipe, Filtron, 10 hrs. on engine, perfect combination, $400.00. (213) 256-8770 after 6 p.m. – more extras.

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'69 MAICO X-4A – MUST SELL! Large and small gas tanks, Filtron-Mikuni cab. –All the good stuff–Looks sharp, really hums! – Only $675. (702) 623-2718 eves.

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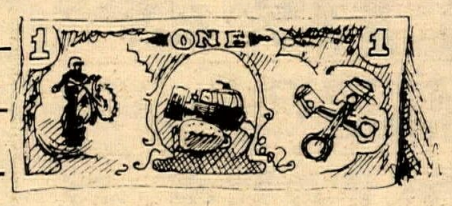

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AMA DISTRICT 37 1969 DESERT TRAIL BIKE POINT STANDINGS (Continued)

131. Walt Baehr	Nov	163	266. Dean Dailey	Nov	42
132. Don Urbanck	Nov	158	267. William Irving	Nov	42
133. Dave Lapraik	Nov	154	268. Julian Marguez	Nov	40
134. Stephen Goldberg	Nov	150	269. Georffry Crowther	Am	40
135. A. L. Benton	Am	145	270. Mike Lyle	Nov	40
136. Don Raynolds	Ex	145	271. Larry Ashley	Nov	40
137. Don Watkins	Am	145	272. Rick Norris	Nov	40
138. Jack Miller	Nov	145	273. Wesley Goebel	Nov	40
139. Craig Skrede	Nov	144	274. Frank Wilsford	Nov	40
140. Patricia Clagg	Nov	141	275. E. Thumper McDowell	Nov	40
141. Steve Anderson	Nov	135	276. Scott Pelkey	Nov	39
142. Richard Buchan	Nov	135	277. Larry Sebastian	Nov	36
143. Don Woodward	Nov	133	278. Donald J. Gruber	Nov	36
144. John Burton	Nov	130	279. Clark Bachman	Nov	35
145. Bob Bell	Nov	128	280. Larry Sovern	Am	35
146. Terry L. Jetton	Ex	125	281. Charles Sallee	Nov	35
147. Dave Rymal	Am	125	282. Don Peters	Nov	35
148. Craig Forney	Nov	124	283. Robert Berry	Nov	35
149. Jack Binning	Ex	123	284. Karl Dale Geiger	Nov	35
150. Raymond Williams	Nov	120	285. Duane Roehr	Am	35
151. Bob Kaummen	Am	120	286. Dennis Murphy	Nov	34
152. Don Kesler	Nov	118	287. Phil Maxwell	Nov	33
153. Fred Biscoe	Nov	115	288. Phillip D. Maxwell	Nov	33
154. Frank Morgan	Ex	115	289. Bruce Olafson	Nov	33
155. George Curry	Nov	115	290. Scott Haislip	Nov	31
156. Mike Keena	Nov	115	291. James Jacks	Nov	30
157. Pete Foster	Ex	110	292. Bradley Waldron	Nov	30
158. Terry Lyn Bryce	Nov	110	293. Jerry Robertson	Nov	30
159. E. Moe Bell	Am	108	294. Jeff Drake	Nov	30
160. Jerry Heininger	Ex	105	295. James Coppage	Am	30
161. Roger Engler	Am	105	296. Gary Little	Nov	30
162. Bruce Rotthenberger	Nov	105	297. Karl Hottinger	Nov	29
163. George Ramey	Am	104	298. Gayland Terry	Nov	28
164. Bill Tilly	Nov	103	299. Larry Mullen	Nov	27
165. Randall McDowell	Nov	102	300. James E. Barnes	Nov	27
166. Stephen Kolseth	Nov	102	301. Don Foster	Nov	27
167. Jack Habecker	Nov	102	302. Bryan Crabb	Nov	26
168. Richard Davis	Nov	100	303. Eric Vinson	Nov	26
169. Don Sillings	Am	100	304. David Fisher	Nov	25
170. Don Emler	Nov	100	305. Larry Pabst	Nov	25
171. Brad Bridges	Nov	97	306. Don Anselm	Nov	25
172. Richard Norman	Nov	96	307. Frank Cochrane	Am	25
173. James Sawyer	Nov	95	308. Russel J. Jenkins	Nov	25
174. Troy Hollis	Nov	95	309. Carmon Minder	Nov	25
175. Robert Fisher	Nov	94	310. Tom Newbon	Nov	25
176. John Feather	Nov	94	311. John Jones	Nov	25
177. Lee Runnels	Nov	93	312. Richard Carrillo	Nov	24
178. Edward Dollins	Nov	92	313. Ed Thomas	Nov	23
179. Thomas Carloson	Nov	90	314. Hime Oshima	Ex	23
180. Colleen Jacklett	Nov	90	315. Randy Markel	Nov	23
181. Jim Vissering	Nov	90	316. Joel Semple	Nov	22
182. Aldrich Puchalek	Nov	89	317. Tom Crim	Nov	22
183. Philip Hendricks	Nov	88	318. Bruce Bolstad	Nov	22
184. Brian Klock	Am	88	319. Michael Rendich	Am	21
185. Cobb Klock	Nov	88	320. Donald M. Dunning	Nov	21
186. Ken Crabtree	Nov	86	321. Tom Stockstill	Nov	21
187. Doug Renn	Nov	85	322. Lonnie Craig	Nov	21
188. W. L. Steffenson Sr.	Nov	84	323. Shirley Harris	Nov	21
189. Larry Roeseler	Nov	84	324. Jim White	Am	21
190. Glenda Holeman	Nov	83	325. Ray Tricrweiler	Nov	21
191. John Mills	Nov	82	326. Marvin Church	Nov	21
192. Dwight Furnish	Am	82	327. Richard Woolam	Nov	21
193. Robert Waters	Ex	80	328. Tony Perrotto	Nov	20
194. Joe Bell	Nov	80	329. W. H. Jordan	Nov	20
195. Eddie Bubb	Nov	78	330. Jeff Smith	Nov	20
196. Bobby Wilson	Nov	78	331. Tom Burroughs	Nov	20
197. Randall Hitchler	Nov	78	332. Robbie Scapa	Nov	20
198. William J. Main	Nov	77	333. Edward Rowley	Nov	19
199. Casey Lehning	Nov	77	334. Michael Kustich	Nov	19
200. Steven Howland	Nov	75	335. Alvis Woolam Sr.	Nov	19
201. Ernie Mahoney	Nov	75	336. La Verne Darland	Nov	18
202. Gary Nealis	Nov	75	337. Rodney Hunt	Nov	18
203. John Boone	Nov	75	338. Orrin B. Dyer	Nov	18
204. Tracy Saylor	Am	75	339. Herrick F. McPeters	Nov	17
205. Karl Sommers	Nov	75	340. Ray Morrow	Nov	17
206. Norm Benham	Ex	74	341. Betty King	Nov	17
207. Rick Artz	Nov	74	342. Gene Moffett	Nov	16
208. Alan Wallis	Nov	73	343. Rick Tieazen	Nov	16
209. Rodney Roderick	Nov	71	344. Mike Fryette	Nov	16
210. Clyde Litton	Nov	70	345. Janida Newton	Nov	16
211. Jim Tripp	Am	70	346. Robert Littlefield	Nov	15
212. Bill Messer	Ex	70	347. Steven Castro	Nov	15
213. Michael Thayes	Nov	67	348. Gene Beattie	Nov	15
214. Tom Sawyer	Nov	67	349. Darryl Clark	Nov	15
215. Lloyd Powell	Nov	66	350. Jerry S. Eyre	Nov	15
216. David Catlett	Nov	66	351. Jerry Crosby	Nov	15
217. Dave Griffith	Nov	66	352. Gary Corn	Nov	15
218. David Oakleaf	Nov	65	353. Don Blain	Nov	15
219. Michael Mills	Nov	65	354. Diana L. York	Nov	15
220. Thomas E. Johnson	Nov	65	355. Jim Szymanski	Nov	15
221. Kelly Hayes	Nov	65	356. Pat Woods	Nov	15
222. Richard Dorr	Nov	65	357. Jeff Thorpe	Nov	14
223. Mike Libonati	Nov	64	358. Joan Murdock	Nov	14
224. Steve Nutter	Nov	61	359. Paul Lane	Nov	14
225. Raymond Cliburn	Nov	61	360. Neil A. Barker	Nov	14
226. Donald L. Dulian	Nov	60	361. Jerry Eyre	Nov	14
227. Joe Ambrose	Nov	60	362. Kim Brandonburg	Nov	14
228. Bobby Messer	Nov	60	363. Jim Sparks	Nov	13
229. Gene Weller	Nov	60	364. Roy Walter	Nov	13
230. John Rich	Ex	60	365. Charles Billiet	Nov	13
231. David Brown	Nov	60	366. Joy Malis	Nov	13
232. David Trib	Am	58	367. Wayne Richter	Nov	13
233. Keith Tennis	Nov	58	368. Richard Crandall	Nov	13
234. Jeff Davis	Nov	57	369. Robert Goldberg	Nov	13
235. Jack Crotts	Nov	57	370. Steve Taylor	Nov	13
236. Danny Bell	Nov	57	371. Russell Hamer	Nov	12
237. Douglas Fuhrman	Nov	55	372. William S. Becker	Nov	12
238. William H. Fisher	Nov	55	373. Louis Gaebel	Nov	12
239. Glen Lund	Nov	55	374. Melvin Ash	Nov	12
240. Wayne Fuller	Nov	55	375. Mark Adent	Nov	11
241. Dave Scales	Nov	55	376. James Furnish	Nov	11
242. Jack Short	Nov	55	377. D. J. Russell	Nov	11
243. Bob O'Bryant	Nov	55	378. Tom Vigar	Nov	11
244. Ronald B. McAlister	Nov	54	379. Clifford Bauer	Nov	11
245. Clayton C. Holloway	Nov	53	380. Walter Pease	Nov	11
246. Bob Roady	Nov	53	381. Jamie Wilson	Nov	10
247. Val Morris	Nov	51	383. Bill Stiles	Nov	10
248. Mike Porter	Nov	51	384. Dave Garber	Nov	10
249. Jan Bandringa	Am	50	385. Thomas Jenson	Nov	10
250. Jerry Herren	Nov	50	386. Alan C. Wolf	Nov	10
251. Don Holz	Nov	50	387. Robert D. Haag	Nov	10
252. Russel Borders	Nov	50	388. Lane Ramsey	Nov	9
253. Jack Dannenberg	Nov	50	389. John Shickle	Nov	9
254. Ed Akman	Nov	48	390. Jeff Giampaolo	Nov	9
255. Fred Helm	Nov	47	391. John Pomo	Nov	9
256. Robert Paulson	Nov	47	392. Ronald Vennes	Nov	9
257. Don Woods	Nov	46	393. Jack A. Martin	Nov	9
258. James De Blois	Nov	46	394. Frank Lomma	Nov	9
259. Ronald Uisca	Nov	44	395. Pat Bolstad	Nov	8
260. Benton Cheatwood	Nov	44	396. Dave Semple	Nov	8
261. Ronald Steiner	Nov	44	397. Mike Wallischeck	Nov	8
262. Dan Dewitt	Nov	44	398. Michael Garrett	Nov	8
263. Phil Jost	Nov	44	399. John Fransway Jr.	Nov	8
264. Fred Miller	Nov	43	400. Gerald Townsend	Nov	8
265. Robert Fisher	Nov	42			

AMA DISTRICT 37 1969 LIGHTWEIGHT POINT STANDINGS (Continued)

251. Dennis R. Craig	Nov	64	345. Stephen Binkley	Nov	30
252. R. L. Willeford	Nov	63	346. Jeffery Heininser	Am	30
253. Richard A. Trusty	Nov	63	347. Carter Porter	Nov	30
254. Pete Prestia	Nov	63	348. Tom Webb	Nov	30
255. Dennis Bergquist	Nov	62	349. Keith Collier	Nov	27
256. Monte Lee	Am	62	350. Pete DeRosa	Am	26
257. Don Afflack	Am	60	351. J. L. Ellsworth	Nov	26
258. Dick Smith	Am	60	352. Stanley Leak	Am	26
259. Rusty Burkert	Nov	60	353. Ron Bird	Nov	26
260. Marvin L. Spiker	Am	60	354. Jay Ferris	Nov	26
261. Bob Brownell	Nov	59	355. Mel Vaughan	Nov	26
262. D. Allan Rolls	Nov	59	356. Tony Brickel	Nov	25
263. Jerry Kopp	Nov	58	357. Ronald A. Parton	Nov	25
264. Ken Rice	Nov	57	358. Jerome Johnson	Am	25
265. Blaine Neuburger	Nov	56	359. Robert Brown	Nov	25
266. Ernie Nogosek	Nov	55	360. Phil Turgasen	Nov	25
267. Harry Lawrie	Am	55	361. Jean Ramsay	Nov	25
268. Jack Hill	Nov	55	362. Steven Ranta	Nov	25
269. David McCord	Nov	55	363. Micheal Butchers	Nov	24
270. Harley Oxenrider	Nov	55	364. Leonard Wade	Nov	24
271. Lloyd Powell	Nov	55	365. Julian Marquez	Nov	24
272. Jim Fishbank Jr.	Nov	55	366. Fred J. Soterors	Nov	23
273. Dennis M. DeCamp	Nov	55	367. Rex Hopkins	Ex	23
274. Paul Slavik	Nov	55	368. Kim Kimball	Am	22
275. Don Mitchell	Nov	54	369. Bruce Pittman	Nov	22
276. Richard Richardson	Nov	53	370. Thomas Widick	Nov	22
277. Ronald Lambert	Nov	53	371. Wayne Bowman	Nov	21
278. Lloyd L. Sukut	Nov	52	372. Tony Filardo	Nov	21
279. Paul K. Ashford	Nov	51	373. Robb Giles	Nov	21
280. Arnie Blackstone	Am	51	374. Robert Zumwalt	Nov	21
281. Joseph C. Brickner	Nov	51	375. E. L. Harvey	Nov	21
282. Chuck Sugar	Nov	51	376. Pete Klassen	Nov	20
283. Jack Midgett	Nov	50	377. Jim Labrose	Nov	20
284. Edward Crowell	Ex	50	378. Lyle Stoops	Nov	19
285. Jeffery O. Marsh	Nov	50	379. Ron Sloan	Ex	19
286. Mark Romp	Nov	50	380. Allen MacCraken	Nov	19
287. John M. Franich	Nov	50	381. Wayne Marshall	Nov	19
288. Bob Krammen	Nov	50	382. Paul Hersley	Nov	19
289. Jim Ahlefeld	Nov	50	383. Ezra Young	Nov	19
290. Tim J. Smith	Ex	50	384. Gary Gerlich	Am	19
291. Gene Kicenski	Nov	49	385. E. H. Fuller	Nov	18
292. Mac Gower	Am	49	386. Peter Fluegge	Nov	18
293. Barry P. Keenly	Nov	49	387. Casey Folks Jr.	Am	18
294. Edward Martony	Am	49	388. Clark Bachman	Nov	18
295. Warren Griffon	Am	48	389. Stan Johnston	Nov	18
296. Bob Van Ark	Nov	47	390. Walt Mulconery	Nov	18
297. Steve Bergquist	Nov	46	391. Nyles Paris	Nov	18
298. Frank Jackson	Nov	45	392. Pat Martin	Nov	18
299. Lonnie Betts	Am	45	393. Robert Rooke	Nov	18
300. Fred Hawkins	Am	45	394. Jeff Wilson	Nov	18
301. James E. Colson	Nov	45	395. John McCord	Nov	18
302. Frank H. Castro	Nov	45	396. Bruce Saiger	Nov	18
303. Al Hillan	Am	45	397. Wes Kellogg	Ex	17
304. Kenneth Evans	Am	45	398. Jim Rutter	Nov	17
305. Chuck Berry	Nov	43	399. Ronald Throgmorton	Nov	17
306. Philip Mailloux	Nov	43	400. David Brooks	Nov	17
307. Robert S. Francis	Am	41	401. Dick Myer	Nov	16
308. Larry E. Waggoner	Nov	40	402. Don Hincley	Am	16
309. Jim Gilchrist	Am	40	403. Doug Ganske	Nov	16
310. Skip Smith	Nov	40	404. Robert Riggs	Nov	16
311. Larry Lane	Am	40	405. Tom Gill	Nov	16
312. Norman Adams	Nov	40	406. Lawrence Demas	Nov	16
313. P. O. Smith	Nov	40	407. Harry Glover	Nov	15
314. Ed Houtz	Nov	40	408. Tom Newborn	Nov	15
315. James Camaret	Ex	40	409. John Langlo	Nov	15
316. Pete Staples	Nov	40	410. Randy Martin	Nov	15
317. Bob Carter	Nov	40	411. William Makela	Am	15
318. George W. Green	Ex	40	412. Ken Weston	Nov	15
319. John Woolridge	Nov	38	413. Leonard Fraser	Nov	14
320. Darrell Brassfield	Nov	38	414. Ed Wright	Nov	14
321. Joe W. Bell	Nov	37	415. Wiley Possell	Nov	14
322. Curtis Church	Nov	37	416. Gary Dikensheets	Nov	14
323. Ken Bourgeois	Am	35	417. Larry Roeseler	Nov	14
324. Joel Gillingswaters	Nov	35	418. Tom Garrett	Nov	14
325. Robert E. Boyd	Nov	35	419. Sam Bird	Nov	14
326. Theo LaSarge	Nov	35	420. Ken Hunter	Nov	13
327. Dick Miller	Ex	35	421. Oscar Heintz	Nov	13
328. James Fishback	Am	35	422. Jack Dannenberg	Nov	13
329. David Ryner	Nov	35	423. Robert Thompson	Nov	13
330. Mike Payse	Nov	35	424. Bill Spann	Nov	13
331. Paul H. Crawford	Nov	34	425. Carl Tomilihson Jr.	Nov	13
332. Cliff Brister	Nov	34	426. Larry Sovern	Nov	13
333. Frank Danielson	Nov	33	427. Leon Graves	Nov	13
334. Richard Eichner	Nov	32	428. Elvin Cook	Nov	13
335. Jim Erickson	Am	32	429. Micheal Stoner	Nov	13
336. Bill C. Thomas	Nov	32	430. Don Buhl	Nov	12
337. Arthur Bowen	Nov	32	431. Arthur McNamee	Nov	12
338. Dan Wiseman	Nov	31	432. Sam Gardner	Nov	12
339. Dick Allen	Nov	30	433. Garry Heath	Nov	12
340. Pat Burke	Nov	30	434. A. S. Dever	Nov	12
341. Thomas Hudson	Nov	30	435. Raymond Spraggins	Nov	12
342. Howard Rosenauer	Nov	30	436. Gary Dean	Nov	12
343. Dean Cordell	Nov	30	437. Fred Graef	Nov	12
344. Curtis E. Hull	Nov	30	438. William Blakeslee	Am	12
			439. David Dennis	Nov	12

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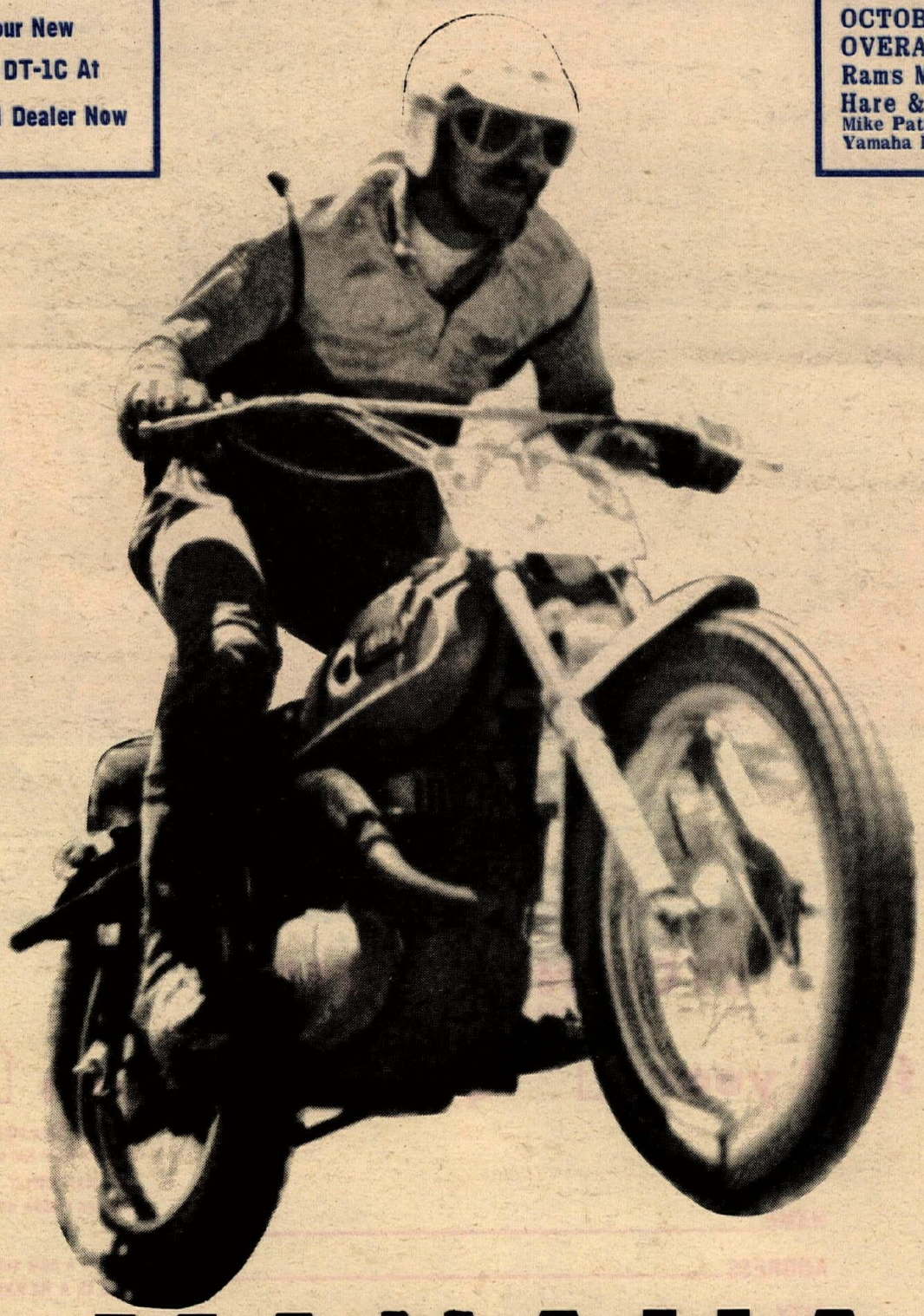
MARCH 23 OVERALL WINNERS Mint 400: Patrick-Bowers Yamaha DT-1 250cc	MARCH 30 OVERALL WINNER Lost Angels M.C. Hare Scrambles Mike Patrick Yamaha DT-1 250cc	MAY 30 OVERALL WINNER San Bernardino M.C. Hare Scrambles: Mike Patrick Yamaha DT-1 250cc	JUNE 8 OVERALL WINNER Antelope Ramblers M.C. Hare & Hound: Mike Patrick Yamaha DT-1 250cc
JUNE 15 OVERALL WINNER 100's M.C. Hare Scrambles: Mike Patrick Yamaha DT-1 250cc	JUNE 22 OVERALL WINNER So Cal M.C. Hare Scrambles Mike Patrick Yamaha DT-1 250cc	OCTOBER 12 OVERALL WINNER Checkers M.C. Hare & Hound: Mike Patrick Yamaha DT-1 250cc	OCTOBER 19 OVERALL WINNER Buzzards M.C. Hare Scrambles: Mike Patrick Yamaha DT-1 250cc
See Your New Yamaha DT-1C At Your Local Dealer Now			OCTOBER 26 OVERALL WINNER Rams M.C. Hare & Hound Mike Patrick Yamaha DT-1 250cc



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